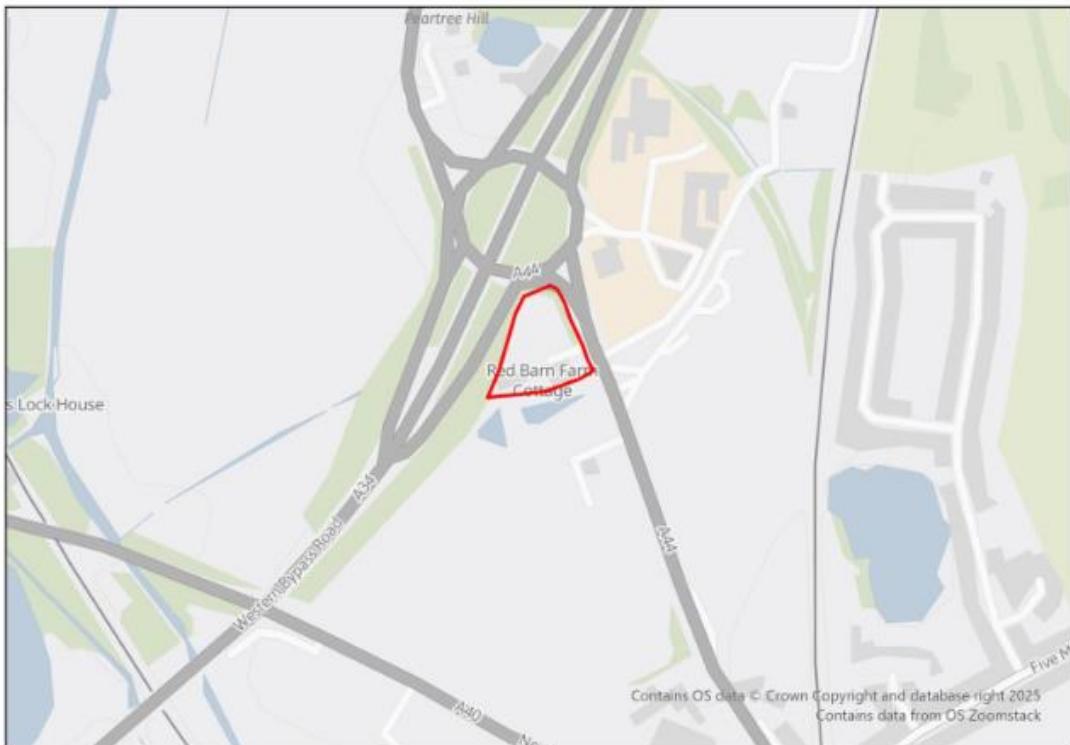


## **Site capacity assessment – Local Plan 2045**

<b>Site name</b>	Red Barn Farm
<b>LP2045 Site Allocation</b>	SPN6
<b>Site size (ha)</b>	0.96ha

### **Site location**



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### **A) Site overview**

#### **Description of current context**

- Site comprises office/workshop/classroom buildings and a motorcross track (grass/soil). Currently in currently used for important community use for training and education for young people.
- The site is bounded by the A34 and A44, and adjoins the Oxford North development currently under construction for research & development to support the knowledge-based economy. Both of these sites were the subject of the Northern Gateway Area Action Plan for delivering specialised employment floorspace for research facilities with a significant role in the wider “Knowledge Spine” in Oxfordshire. As such it is important that any employment development on the sites directly supports the knowledge economy of Oxford.

#### **Site photos**



## B) Open space, nature and flood risk

### ***Description of current context***

#### Green infrastructure

- There are substantial trees around the perimeter, especially alongside the A34, and the race track is grass/soil.
- From initial assessment, site is likely to score above the minimum UGF score for non-residential sites, so this should be retained.

#### Biodiversity and ecology

- No nature conservation designations on the site, but there is substantial tree coverage around perimeter

#### Blue Infrastructure

- Site is Flood Zone 1 and surrounding area Flood Zone 1. Some small patches of surface water flooding identified in southern part of site.
- Site is within 30m of the new balancing ponds within the Oxford North development.

#### Land Quality

- Land contamination issues unlikely

### ***Analysis and urban design implications***

- Trees could be retained especially along perimeter with A34 to help buffer noise

## C) Historic environment, character and local context

### ***Description of current context***

#### Historic environment

- The site is not in a conservation area and has no listed buildings on site
- Roman remains recorded in the general area, site would require evaluation.
- Site lies outside of view cone

#### Built environment

- Site is in the Peartree Open River Terrace character area. The area was previously Wolvercote Fields, an open arable pastoral landscape, but now it is very much dominated by the Peartree interchange, a major road junction at this northern edge of Oxford.
- This site is a small site bounded by the A34 to the west, the A44 to the east and the Peartree interchange to the north. Because of the size of the site there is little opportunity for buffering or significant screening of the dominance and noise of the road system.
- Site adjoins Oxford North which already has several high-density employment buildings, and future phases to follow, and high-density development would also be expected at this site. Does not adjoin any sensitive land uses.

#### ***Analysis and urban design implications***

- Red Barn Farm parcel is at a prominent location of the Northern Gateway site, and a key entrance to the city. It is one of the first parts of built form people would see when approaching Oxford from the north, so it is truly a gateway location, and as such design should be high quality whilst also considering the impact on views, particularly the view from Port Meadow (though the site is not within the view cone).
- The small size of the site and dominance of the heavily trafficked roads and interchange means the site is not suitable for residential development.
- There is opportunity to orientate employment blocks towards the adjoining balancing ponds for more pleasant views for occupiers and to benefit from passive solar gain. There is substantial existing tree/hedgerow coverage along the edge adjoining the A34 which could help to provide screening and act as a buffer against noise and pollution from the A34.
- Masterplans for the site need to factor in views from adjoining countryside (which may later be subject to development in Cherwell but are currently open fields).

## **D) Access, movement and layout**

#### ***Description of current context***

##### Access into the site

- Current vehicle access onto the A44 is unlikely to be suitable for any significant increase in traffic without upgrading. Any plans for a left-in left-out junction would need to be agreed with the Highways Authority.

##### Layout of the site

- Current buildings are low quality and low density, and unlikely to be able to be reused for redevelopment to employment.

##### Connectivity to wider area

- Generally area is well connected to pedestrian and cycle routes into Oxford and surrounding area.
- The land to the north (north of the Pear Tree Roundabout) lies in Cherwell district and is a site allocation for Oxford's unmet need in the Cherwell Local Plan Partial Review for 1,360 homes (PR6a and PR6b).

#### ***Analysis and urban design implications***

- Vehicle access needs to be addressed. Potential for access to the site through the Oxford North site around the balancing pools, or low car development may be an option especially given the proximity to the park & ride site across the road.
- Consider layout and orientation to mitigate noise impacts from roads, and to connect with related employment uses on adjoining Oxford North site, including making use of substantial tree coverage along perimeter.
- Given the proximity of major development sites adjoining to the north in Cherwell, development should consider future connectivity with development of the sites in Cherwell, and also onwards to Oxford Parkway Rail Station (vehicular, pedestrian and cycle links).

## **E) Other considerations**

***Other considerations to include in allocations?*****Amenity**

- The site is most suited to employment uses due to the location adjoining the convergence point of the A34 and A44. This would also complement the adjoining employment uses in the recent/in progress Oxford North development.
- Noise considerations from A34/A44, which are also at raised levels. Orientation of buildings and other design approaches could help mitigate this.

**Infrastructure needs**

- None identified

**F) Landowner aspirations**

Landowner has confirmed (2025) intention to develop for employment (R&D/knowledge economy)

**G) Any extra work needed to inform allocation?**

HRA undertaken for previous Northern Gateway AAP for the whole area. A more recent recreational survey has been undertaken and analysis is underway. As employment uses are proposed, site is likely to be screened out from further assessment.

The Red Barn Farm parcel is considered to be far enough away from the Oxford Meadows SAC that it is not anticipated to represent risk from recreational pressures (also due to the fact its proposed for employment uses). But there is potentially risk to the SAC in terms of air quality, due to increased vehicle movements. So proposals will need to demonstrate that the Habitats Regulations have been satisfied, which may include limited parking provision within Red Barn Farm to within the limits already tested through Appropriate Assessment.

**H) Key considerations informing the minimum number of homes for the allocation policy**

N/A - site allocation for employment use only