

Oxford Local Plan 2045

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CHAPTER ONE

INTRODUCTION AND STRATEGY

WHERE WE ARE

Oxford is an attractive place to live, work, study and visit, and is home to a diverse range of communities. Its environment is characterised by a wealth of built heritage that reflects many centuries of settlement, interspersed with high quality green and blue spaces that harbour a variety of ecologically important habitats.

The city has a broad, multi-faceted and active economy, with one of the highest concentrations of knowledge intensive businesses in the UK. This is enhanced by its historic role as a world-renowned seat of learning, with two universities and a strong research and innovation sector.

However, this attractiveness and success brings challenges for our people, the lives they lead and jobs they have, their communities and the environment. High demand for land results in high land values; congestion on the city's roads makes movement difficult and exacerbates poor air quality in certain areas; and the supporting infrastructure needs to keep pace with a changing and growing city. These challenges are intensified by national and international pressures such as rising build costs for new development, a chronic undersupply of housing, climate change and energy insecurity.

The role of this Local Plan is to carefully manage and guide new development so that it seeks to address the challenges we face and build upon the positive aspects of the city that make it so special. The Local Plan contains positive planning policies to ensure the optimum outcomes for the city's residents, environment, businesses, education and health institutions.

This Local Plan for the period 2025-2045 supersedes the Local Plan 2036 and the other relevant parts of the development plan including the Northern Gateway Area Action Plan. The vision for Oxford in 2045 seeks to address the strengths and challenges identified above.

In 2045 Oxford will be a healthy and inclusive city, with strong communities that benefit from equal opportunities for everyone, not only in access to housing, but to nature, employment, social and leisure opportunities and to healthcare.

Oxford will be a city with a strong cultural identity, that respects and values our heritage, whilst maximising opportunities to look forwards to innovate, learn and enable businesses to prosper.

The vision is one which supports research and development in the life sciences and health sectors which will continue to provide solutions to global challenges.

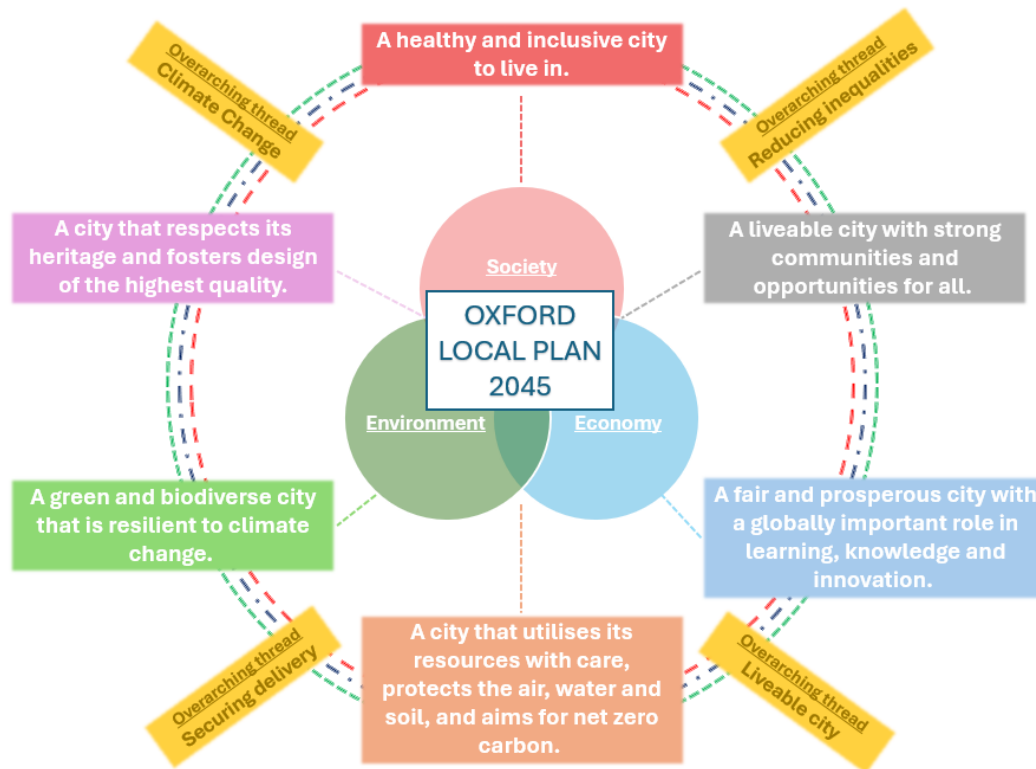
The environment will be central to everything we do; it will be more biodiverse, better connected and more resilient. Resources will be utilised prudently whilst mitigating our impacts on the soil, water, and air.

The city will be net zero carbon, whilst our communities, buildings and infrastructure will be resilient to the impacts of climate change and other emergencies.

OBJECTIVES AND STRATEGY

The vision for the city in 2045 is divided into key six themes which are illustrated in Figure 1.1. These are based on society, economy and environment as the three pillars of sustainability, and three themes which fall at the intersections of those pillars. Taken together, the six themes represent what we consider to be a sustainable future for Oxford. The themes are supported by a number of underlying objectives; in practice there will often be overlaps with some objectives being of relevance to more than one theme.

Figure 1.1: The six themes underpinning our vision for Oxford in 2045 – adapted from the three pillars of sustainability (society, economy and the environment)



Local Plan 2045 theme	Underlying Local Plan 2045 objectives <i>The Oxford Local Plan 2045 will...</i>
A healthy and inclusive city to live in.	<ul style="list-style-type: none"> • Maximise capacity for delivering homes across the city and set a housing requirement that seeks to meet the needs of different groups as far as possible. • Provide access to affordable, high-quality and suitable accommodation for all.
A green and biodiverse city that is resilient to climate change.	<ul style="list-style-type: none"> • Secure strong, well-connected ecological networks and net gains in biodiversity. • Be resilient and adaptable to climate change and resistant to flood risk and its impacts on people and property. • Protect and enhance Oxford's green and blue network. • Provide opportunities for sport, food growing, recreation, relaxation and socialising on its open spaces.
A fair and prosperous city with a globally important role in learning, knowledge and innovation.	<ul style="list-style-type: none"> • Maximise the benefits of the city's strengths in knowledge, healthcare and education while supporting economic growth in key sectors including science and innovation. • Recognise the valuable contribution that supporting a range of businesses (including SMEs) can make to innovation and economic diversity. Help to create the conditions in which all businesses can prosper. • Create opportunities for everyone in the city to access employment. Support local people giving them access to training, education and

	<p>apprenticeships to make the most out of new job opportunities created in the city.</p> <ul style="list-style-type: none"> • Help Oxford to continue in its role as a national and international destination and support the visitor economy by encouraging longer stays and higher spend in Oxford.
A liveable city with strong communities and opportunities for all.	<ul style="list-style-type: none"> • Provide neighbourhoods facilities needed to support our daily lives within a short walk from our homes, to support a liveable city. • Develop thriving local centres that support a variety of uses and foster activity throughout the day and night. • Value diversity whilst fostering greater inclusivity within our communities. • Create opportunities for supporting the transition to more sustainable/active forms of transport, including by reducing the need to travel, supporting good bicycle parking facilities and avoiding on and off-street car parking where possible across the city.
A city that respects its heritage and fosters design of the highest quality.	<ul style="list-style-type: none"> • Ensure well-designed buildings and public spaces that feel safe, that are sustainable, and that are attractive to be in and travel to. • Protect and enhance our valued and important heritage. • Curate a built environment that supports and enables people to be physically and mentally healthy.
A city that utilises its resources with care, protects the air, water and soil, and aims for net zero carbon.	<ul style="list-style-type: none"> • Ensure Oxford is ready for a net zero carbon future. • Ensure our resources, including land, soil, and raw materials, will be protected and used prudently, with consideration for replenishment and renewal. • Contribute towards continued improvement in the city's air quality and its further limit impacts upon public health. • Ensure the city's water resources are utilised efficiently with consideration for the future, whilst water quality is protected and enhanced for the benefit of the wider environment.

OVERARCHING THREADS

In response to the complexities of planning in such a challenging but dynamic city and alongside a need to urgently respond to inequality and climate change, there are four particularly important threads which are wound throughout the Local Plan and supported by multiple policies across the different chapters. These relate to key issues and challenges facing the city which require a multi-faceted response and that are relevant to all six themes underpinning the vision and all of the objectives. As such, all the proposed policies will help to address these key issues.

The first overarching thread is that of **reducing inequalities** in the city. The Local Plan chapter 2 puts forward a range of requirements aimed at supporting access to affordable

housing, as well as a good mix of housing, in order to help address housing inequality. Equally, chapter 3 sets out policies which seek to support the economy, including addressing unequal access to employment and training through options for policies requiring employment and skills plans as well as provision of affordable workspaces. Policies that are proposed for protecting, enhancing and providing new green infrastructure in chapter 4 are intended to help preserve access to and improve the natural environment across the city and there are other policies located in the document which also respond to this overarching thread.

The second thread is that of **addressing climate change**. In terms of reducing our emissions, the proposed policies of chapter 5 most directly address this issue covering topics such as net zero development, embodied carbon and supporting retrofitting of existing buildings, however, policies elsewhere in the Local Plan also address good urban design, parking, and bike storage which can enable people to live lower carbon lifestyles. Equally, a diverse range of policies can support adaptation and resilience to the expected impacts of climate change, from resilient design and construction, to flooding, green infrastructure and most of these sit within chapter 4, though other policies such as urban design and health impact assessment will also contribute.

The third overarching thread which runs throughout the document is that of **enabling a liveable city** and ensuring that communities are well supported and well served by having access to the basis of their daily needs within an easy walking distance of their homes. The Local Plan's proposed strategic policies discussed later in this chapter include a spatial strategy which sets out where types of development ought to be focused in the city and helps support this theme. Within subsequent chapters, there are policies which are put forward to focus on more specific aspects of provision that we want to see in our neighbourhoods to help ensure the right balance of needs are met. These include policies on the protection of a network of green spaces across the city (chapter 4), as well as policies which address the provision of community facilities (chapter 7).

The fourth overarching thread is **securing delivery**. The strategy and policies of this Local Plan will only reduce inequality, address climate change and enable a liveable city if they are implemented and delivered upon. The City Council is clear in Policy S1 that applications which accord with the Local Plan will be approved without delay. To help facilitate the speedy progress of proposals through the planning process the City Council has set out in the policies clear expectations and requirements. Where policies require supporting evidence, this is to ensure that planning officers have all relevant information from the outset to enable speedy decision making. The City Council wants this plan to be being delivered quickly and to secure the real change envisaged in the vision.

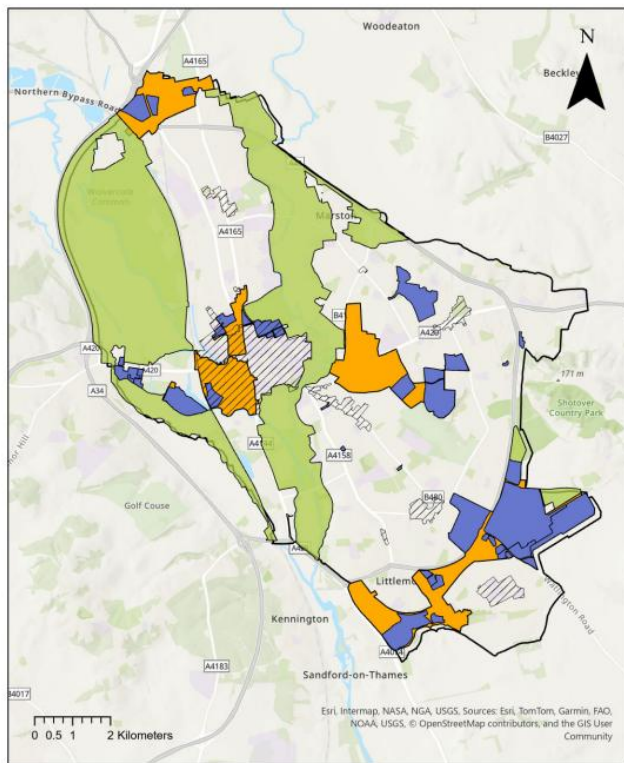
SPATIAL STRATEGY AND PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

Policy Context

- The aim of the plan is to understand and try to meet the city's needs, without having detrimental effects on economic, social and environmental sustainability objectives.
- The Plan sets a housing requirement, in Policy H1, that seeks to meet housing needs as far as possible using a capacity-based approach.
- The Local Plan's policies focus on delivering sustainable growth for Oxford, compliant with the presumption in favour of sustainable development in the National Planning Policy Framework (NPPF) that meets the objectives, including by delivering affordable housing, supporting an inclusive economy, ensuring the protection of our green and blue networks and natural resources and supporting the city in moving towards being net zero carbon by 2040.
- The spatial strategy focuses on supporting Oxford's strengths in research and development, particularly related to health and education.
- The spatial strategy responds to climate change and the need to address and attempt to reduce it, including by carefully locating development so that facilities can be reached by sustainable travel.
- The spatial strategy is designed to ensure development responds appropriately to the context of the site, including heritage, green space, flooding and amenity.

Policy Implementation

- Applications that accord with the Local Plan will be approved without delay.
- The Key Diagram below shows the spatial strategy. The district centres and the city centre are transport hubs and service centres, where mixed-use, high-density developments are expected. The Key Employment Sites are where intensification of employment use is to be concentrated. Policies in Chapter 8 of the Plan set out requirements for the areas of focus. Oxford has significant green spaces, in particular the green corridors along the two major rivers, which broadly coincide with the area of Green Belt within the city. Areas of Focus have specific policies in Chapter 8.



POLICY S1: SPATIAL STRATEGY AND PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

Planning permission will be granted where development proposals accord with the policies of the Plan taken as a whole.

The City Council, through its policies and decisions, will positively pursue sustainable development and achieve sustainable growth in the delivery of homes, jobs and services to create a network of healthy, well-connected, high-quality areas where people want to live, play, learn and work in line with the vision and objectives of the Local Plan. To help achieve this it will aim to ensure development is located to:

- Ensure the continued strength and vibrancy of district and local centres so they continue to attract people and support a range of facilities that meet people's immediate needs conveniently within their local area;

- b) Whilst ensuring active frontages are retained, allow flexibility of uses within the city centre and district centres so that they can respond quickly to changing needs and economic circumstances and to ensure a wide mix of uses including housing is encouraged;
- c) Ensure new development is focused on areas with opportunities for sustainable travel links;
- d) Ensure activities that attract large numbers of people are centrally located in the city centre and district centres first, so they are easy to reach by walking, cycling and public transport;
- e) Focus new employment development on existing sites, redeveloping and intensifying to make best use of those sites and prioritising housing elsewhere;
- f) Ensure new uses are in locations where they will not harm the amenity of existing neighbouring uses;
- g) Direct new development away from locations where it would have a negative impact on important blue and green infrastructure networks, public open space, and result in loss of flood plain, also ensuring efficient use of land, helping to maximise opportunities on brownfield sites first.; and
- h) Take account of local historic context and respond appropriately to heritage significance.

When determining development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the *National Planning Policy Framework* (NPPF). The Council will work proactively with applicants with the aim of finding solutions that mean that proposals can be approved wherever possible, to secure development that improves the economic, social and environmental conditions in the city.

All new proposals for development must conform with the principles of securing sustainable development, which ensures that the city is ready for a net zero carbon future, natural resources and raw materials are used prudently and considerately, the air quality of the city is improved, and human health is safeguarded.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in any neighbourhood plans adopted in the future) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application, or relevant policies are out of date at the time of making the decision, then the Council will grant permission unless material considerations indicate otherwise, considering whether:

- i) The application of policies in the National Planning Policy Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- j) Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole.

HIGH QUALITY DESIGN

Policy context

- Good design is a fundamental part of achieving many of the aims of the Plan. It is not just about creating aesthetically pleasing buildings, but also about placemaking, strengthening the connection between people and the places they share, promoting a sense of identity and people's health and well-being.
- The wider fundamental considerations include the need to make efficient use of limited land in the city, local character and history, the transition to net zero development, the delivery of improved energy efficiency, adaptability and resiliency to a changing climate, creation of spaces for nature and wildlife and nature, and providing multifunctional spaces that support the wellbeing of people.
- Oxford's heritage is a unique and irreplaceable resource, which has a fundamental role in shaping the city's character and cultural offer. Within this context, high quality, well designed new developments will likely become the heritage assets of the future. Good design can also help new development to sit more appropriately on challenging sites or in certain locations which are more sensitive to change.
- Some parts of the city will experience change in accordance with the policies of the development plan at a pace that may be rapid. Development proposals in these areas will require added design consideration so that their impacts are managed to avoid harms and maximise the benefits that new development can bring about.

Policy Implementation

- All development proposals will be expected to have been derived from a comprehensive approach to design from the outset and will be expected to

demonstrate this through supporting material including a Design and Access Statement, Planning Statement or other means to address the checklist provided in Appendix 1.1.

- Policies elsewhere in the Plan also set requirements which help to secure high quality design, and to conserve and enhance historic assets, and character.
- Specific locations such as Areas of Focus, site allocations and city and district centres have associated design guidance as part of their respective policies.
- In addition, the City Council is committed to preparing, reviewing and adopting (as appropriate) development briefs, local design codes or guidance when a need arises, and will support neighbourhood planning groups who wish to produce design guidance for their areas.

POLICY S2: HIGH QUALITY DESIGN

A holistic, considered approach to design will help ensure that design proposals meet a wide range of policies of the Local Plan, and is an important element of ensuring efficient use of land is made. The design checklist set out in Appendix 1.1 should be used to inform design and ensure that a comprehensive approach is taken from the outset, which includes consideration of:

- Context,
- Built form,
- Movement,
- Public spaces,
- Identity and character,
- Nature and green infrastructure,
- Resources,
- Homes and buildings,
- Lifespan.

For Areas of Focus, the City Centre and District Centres, and other areas with more detailed guidance, proposals should refer to and align with the design principles set out in the Local Plan or in supporting documents such as SPDs and development briefs. The City Council will be proactive in producing additional local design codes or guidance when a need arises with the involvement of the local community, landowners and other stakeholders, and will support neighbourhood planning groups who wish to produce design guidance for their areas.

In recognition of the significance of Oxford's heritage, and as part of its positive approach to the historic environment, consideration is given by the Plan to ensuring the continued conservation and enjoyment of the historic environment, as part of good design achieved by bespoke policies (HD1-HD6), and individual site allocation and area of focus policies in Chapter 8. Opportunities for heritage-led regeneration are supported, and the Plan strategy supports the conservation and appreciation of key characteristics of the city's townscape and urban landscape.

INFRASTRUCTURE DELIVERY IN NEW DEVELOPMENTS

Policy context

- The success of new development and the response of local communities in which it is located is often linked to the provision of infrastructure to ensure that increased demand and pressures (e.g., on local roads, services and facilities) are addressed.
- Infrastructure needs to be funded and delivered in a timely manner. Developer contributions and the delivery of infrastructure will be sought through the most appropriate mechanism available, using the Community Infrastructure Levy (CIL) and planning obligations (e.g., Section 106 (S106) or S278 agreements)
- The Community Infrastructure Levy is a tariff in the form of a standard charge on development. This applies on the basis that almost all development has some impact on infrastructure, so should contribute to the cost of providing or improving infrastructure.
- Planning obligations are used to make new development acceptable in planning terms; legal obligations that must meet specific statutory tests; and are enforceable and run with the land.

Policy implementation

- The Infrastructure Delivery Plan (IDP) forms part of the evidence base for the Local Plan. The IDP is a 'live' document, that is regularly updated and includes:
 - An assessment of the city's current infrastructure and identified requirements;
 - Evidence of a funding gap between committed and required infrastructure;
 - An Infrastructure Delivery Schedule that highlights infrastructure projects needed to support the city's planned development needs to 2045.

- A range of public and private bodies are responsible for delivering infrastructure and facilities to support development and the wider population, for example education, health, emergency services, transport, utilities and environmental provision. The City Council has worked with these providers in developing this plan, however, additional early engagement with the relevant body or provider should be undertaken when those elements form a part of the proposal or would have a particular impact on them.
- Delivering certain infrastructure projects has the potential to deliver transformational improvements, and to collectively increase the accessibility to a wider workforce across the city and the wider Oxford to Cambridge Growth Corridor area as well as bringing significant localised benefits. The Infrastructure Delivery Plan identifies key transformational projects, such as:
 - Oxford Railway Station (incorporating public realm, capacity and interchange improvements and will enable the delivery of East-West Rail).
 - Re-opening of the Cowley Branch Line to passenger trains (and the delivery of new stations to service key employment sites in the south of the city such as Oxford Science Park and ARC Oxford).
- It is likely significant funding will be required to deliver these transformational opportunities. As such, certain sites within the Cowley Branch Line Area of Focus (Policy CBLAOF) will be expected to help contribute to their delivery.

POLICY S3: INFRASTRUCTURE DELIVERY IN NEW DEVELOPMENT

The Council will work with infrastructure providers, developers and other key stakeholders to support the delivery of the infrastructure necessary to enable the development set out in the Local Plan. The projects required to support the Local Plan strategy are identified within the Infrastructure Delivery Plan. The Infrastructure Delivery Plan will be reviewed to ensure infrastructure information remains up to date and is monitored effectively.

Developers will be expected to engage early with the Council and infrastructure service providers to discuss their requirements. Developers must demonstrate they have explored existing infrastructure capacity, and how this could be future-proofed, with appropriate providers and demonstrate that they have made sufficient provision. Where appropriate, and where there is an identified shortfall across the city, opportunities should be taken to maximise infrastructure provision on suitable sites.

Development proposals, including those allocated in this Local Plan that give rise to a need for infrastructure improvements, will be expected to mitigate their impact, both individually and cumulatively, and at a rate and scale to meet the needs that arise from that development or a phase of that development. The standards of infrastructure delivery will be expected to comply with other policies set out within this Plan.

Planning permission will be granted subject to the provision of (or appropriate funding towards) the required level of infrastructure to support the development.

Infrastructure identified within the Infrastructure Delivery Plan or through negotiations on individual planning applications will be delivered either through on-site provision or off-site contributions and secured by S106, S278 or other appropriate agreements and the Community Infrastructure Levy (CIL) or its successor as well as other identified sources of funding as set out in the Infrastructure Delivery Plan.

Development proposals which rely on the delivery of critical infrastructure projects to support the development, will only be permitted prior to completion of that project or where appropriate, a phase of that project which has been identified as necessary in the IDP, where the council is content that the infrastructure or phase of that infrastructure will be in place within a reasonable timetable from the date of permission.

Proposals to enhance the city's rail and bus network will be supported. In particular, proposals for improvements to Oxford Railway Station that increase network capacity and support the Cowley Branch Line (CBL) will be supported. Oxford Railway Station should be transformed to facilitate integrated transport with enhanced entrances, additional secure cycle storage, cycle racks, new bus interchange facilities and new priority public areas.

Enhancements to public transport accessibility in the south-east of the city are needed to support the anticipated intensification of existing employment uses and new residential development. Supporting existing public transport and the reopening of the Cowley Branch Line to passengers would enable a reduction in car use to this area. Financial contributions from new trip-generating development within a 1,500m buffer zone of the proposed CBL stations will be expected in order to achieve public transport enhancements in this area, including, amongst other sustainable transport measures, the delivery of the CBL. Outside the 1,500m buffer area, financial contributions from new

trip-generating development would be sought on a case-by-case basis. These will be tested in accordance with Paragraph 58 (or updated equivalent) of the NPPF.

PLAN VIABILITY

Policy Context

- The NPPF (paragraph 35) requires that policies for contributions should not undermine the deliverability of the Plan.
- Planning Practice Guidance sets out that viability assessment should not compromise sustainable development but should be used to ensure that policies are realistic, and that the total cumulative cost of all relevant policies will not undermine deliverability of the plan.
- As such, the Plan needs to deliver development that is viable, and a Local Plan viability assessment has informed the level of contributions sought in policies.

Policy Implementation

- Where a site faces exceptional costs that could not have been anticipated in the whole plan viability assessment (for example, land contamination which requires remediation), the policy sets out the basis for negotiations relating to viability, the council's priorities for contributions, and the expectations for evidence required to demonstrate viability.
- The viability assessment for the Plan identifies the policies which are likely to have the greatest potential impacts upon site viability include the parking Policy C8, net zero buildings in operation Policy R1, and the affordable housing contributions Policies H2 to H5). The policies identified as being most impactful on viability will not apply in all cases.
- Where the combined impact of policies in the Plan results in a site being unable to deliver a viable development because of a site-specific circumstance, development should proceed in a way that ensures maximum compliance with planning policies. The policy guides the process of making amendments to proposals to ensure viability in a way that the intention of the policies is met as far as possible (the "cascade").
- The policy prioritises delivering affordable housing in this stepped cascade approach. So whilst negotiations will be on a case-by-case basis, the retention of affordable housing delivery will be prioritised over other policy considerations.
- The City Council will work with applicants to understand where the largest costs savings can be made in terms of items that may trigger non-compliance with policy

(such as energy offsetting or parking) and will weigh up the planning (and public interest) merits of doing so but will actively engage with developers before any negotiation is undertaken.

POLICY S4: PLAN VIABILITY

The policies in the Plan have been viability tested and planning applications that fully comply with them will generally be assumed to be viable.

The City Council will always expect developers to have considered the financial implications of affordable housing policy requirements, and local market indicators, when purchasing the land for development.

If the combined impact of the policies in the Plan do result in a site being unable to deliver a viable development, and if an applicant can demonstrate particular circumstances that justify the need for a viability assessment, negotiations will take place on an ‘open book’ basis, informed by robust evidence in the form of an independent viability appraisal carried out by independent assessors appointed by the City Council in agreement with the applicant.

If the applicant can demonstrate through an open book approach, the development to be unviable, the relevant cascade approach below should be worked through with the City Council until development is viable as follows:

Housing viability cascade

Step 1) Where it is clearly demonstrated that any offsetting against the targets in Policy R1 Net Zero Buildings in Operation cannot be fully achieved, payments towards energy offsetting should be reduced incrementally until viability is achieved. The development itself must remain free of fossil fuel use to ensure that it is net zero carbon ready and does not conflict with Net Zero Carbon targets for the city and nationally.

Step 2) If the development remains unviable after step 1, and the low car requirement in the parking policy impacts upon site viability, then this must be clearly set out in the planning application, including setting out the site-specific circumstances that lead to it being unviable. In the first instance, allocating spaces to units should be considered. If the development is still not viable, increasing the number of spaces incrementally, up to the maximum parking standards, which will be no more than one space per unit for residential schemes.

Step 3) If on relevant sites (of 10 or more units), following the adjustments in steps 1 and 2 to achieve viability, it can be robustly proven that meeting the affordable housing policy requirements will make a site unviable, then the following further steps should be followed:

Firstly, reduce the number of affordable housing units provided by reducing the intermediate housing element only, whilst retaining the social rent element in full;

Secondly, if the development is still not viable, continue to reduce the amount of social rent incrementally until viable.

Contributions from employment-generating uses viability cascade

If on relevant sites (of 1000sqm or more net gain) for employment-generating uses it can be robustly proven that the combined policy requirements will make a site unviable, developers and the City Council will work through a cascade approach that prioritises contributions to affordable housing in the following order until a scheme is made viable.

Step 1), where it is clearly demonstrated that any offsetting against the targets in Policy R1 Net Zero Buildings in Operation cannot be fully achieved, payments towards energy offsetting should be reduced incrementally until viability is achieved. The development itself must remain free of fossil fuel use to ensure that it is net zero carbon ready and does not conflict with Net Zero Carbon targets for the city and nationally.

Step 2), affordable housing contributions - If the development remains unviable after step 1, payments towards affordable housing should be reduced incrementally until viability is achieved.

Contributions from mixed use sites

For mixed use sites, the viability cascade should be applied on the employment-generating uses in the first instance, ahead of the affordable housing cascade, in order to prioritise the delivery of onsite affordable housing.

CHAPTER TWO

A HEALTHY INCLUSIVE CITY TO LIVE IN

INTRODUCTION

It is important we try to provide for all types of household needs and circumstances, including families, single people, the elderly and those with special needs. Good quality, affordable housing is an important element of enabling people's stability and security. Good and sufficient housing can improve our social, environmental and economic wellbeing. It helps to create stronger communities that can attract investment and skilled workers.

This chapter sets out policies for the following topics:

- Housing need and requirement and delivering affordable homes
- Creating mixed and balanced communities

HOUSING NEED AND REQUIREMENT AND DELIVERING AFFORDABLE HOMES

Oxford has acute housing pressures that need to be addressed. The city has an urgent need for more housing, and demand continues to outstrip supply. This exacerbates inequalities by leading to high property prices and a limited supply of affordable housing. This means that many lower paid essential workers cannot afford to live in the city and employers experience high staff turnover and vacancy rates which can affect their operation. This is particularly apparent in the city's schools, hospitals, care homes, public transport services, the building industry and the universities. Therefore, the supply of available and affordable housing for all is a priority for people, the economy and the services on which we all rely, including healthcare and education.

HOUSING NEED AND REQUIREMENT

Policy Context

- The *National Planning Policy Framework (NPPF)* sets out the Government's objective of significantly boosting the supply of homes and stresses the importance of bringing forward a sufficient amount and variety of land where needed.

- Delivery of housing is a priority for the City Council, and the Local Plan's strategy is to maximise housing delivery while balancing protection of other important assets such as biodiversity, open space and functional floodplain.
- The minimum housing need figure for Oxford has been calculated by using the Government's Standard Method as set out in National Planning Policy and guidance. The housing need in Oxford is for 1,087 new dwellings per annum. However, this need is greater than the capacity of the city to deliver it. The assessment of capacity (set out in the Strategic Housing Land Availability Assessment 2026) is 9,267 homes over the plan period, or 463 dwellings per annum.
- The Local Plan must set out a total housing requirement for the plan period to 2045, setting out the number of houses that are required to be delivered each year. Local Plans should seek to meet identified needs, and in establishing a housing requirement figure should show the extent to which their identified housing need can be met over the plan period.

Policy Implementation

- Every effort has been made to maximise the identified capacity in the city through the Strategic Housing Land Availability Assessment (SHLAA) and a Green Belt assessment.
- A range of policies that prioritise residential development over other uses, design policies including Policy HD8 on efficient use of land and Policy H6 on Employer-Linked Housing work together to maximise delivery of housing.
- However, the calculated housing need is greater than the capacity identified. Therefore, the housing requirement is less than the housing need, and results in a level of unmet need in Oxford.
- The Council is continuing to work with adjoining authorities to deliver sites in adjoining districts to help meet Oxford's housing needs to address the unmet housing need.



POLICY H1: HOUSING REQUIREMENT

Provision will be made for at least 9,267 new homes to be built in Oxford over the plan period 2025-2045 (average of 463 per annum).

Measures in the Local Plan to promote housing delivery include:

- Making site allocations for residential uses in this Plan (see Chapter 8: Site allocations);
- Promoting the efficient use and development of land/sites; and
- Prioritising housing across the city and by allowing an element of housing on all employment sites if suitable.

DELIVERING AFFORDABLE HOMES

Policy Context

- Oxford is one of the least affordable places in the country, resulting from a combination of high housing demand, high land values, reducing land availability, and a shortage of homes. Housing is so expensive, in absolute terms and compared to average salaries, that many people are priced out of the market.
- “Affordable” homes models (for ownership or discounted market rent) are often not affordable in the Oxford context and are out of reach for many households. This means that in Oxford, social rent is the only option for many people who are not able to access market housing, or even other tenures of affordable housing,

- Securing new affordable housing as part of larger developments is a significant way that more affordable homes can be provided in Oxford.
- The NPPF also sets out ‘Golden Rules’ for Green Belt development relating to affordable housing provision requirements, including that, to reflect that they are likely to be cheaper to develop, a higher level of affordable housing than elsewhere should be sought if viable.

Policy Implementation

- The policy seeks to deliver housing that is genuinely affordable in Oxford to help ensure that Oxford is a sustainable and inclusive city, with mixed and balanced communities.
- Social rent is the priority tenure of affordable housing, with a lesser proportion provided as intermediate forms of affordable housing.
- Viability testing indicates the levels of contributions set out in the policy are viable for the majority of development typologies likely to come forward during the Plan period in Oxford. However, where there are exceptional circumstances that mean viability is a challenge then Policy S4 sets out a cascade of adjustments that proposals should work through until the site becomes viable.

POLICY H2 DELIVERING AFFORDABLE HOMES

Planning permission will only be granted for residential development if affordable homes are provided in accordance with the following criteria:

On self-contained residential developments (including Use Classes C3 and C4 but excluding self-contained student accommodation, older persons accommodation and employer-linked housing) where sites* have a capacity for 10 or more homes (gross), a minimum of 40% of units on the site should be provided as homes that are truly affordable in the context of the Oxford housing market. On sites in the Green Belt or released from the Green Belt, this should be a minimum of 50%. The following criteria apply in all cases:

- a) At least 80% of the affordable units on the site should be provided as onsite social rented dwellings. The remaining element of the affordable housing may be provided as intermediate forms of housing onsite provided that they are affordable in the Oxford market;
- b) The affordable homes must be provided as part of the same development (i.e. on site) to ensure a balanced community;
- c) Where affordable housing is provided onsite it should incorporate a mix of unit sizes (see Policy H7 on mix of dwelling sizes).

Where the gross number of dwellings (including conversions and changes of use) proposed falls below the thresholds set out above, the Council will consider whether the site reasonably has capacity to provide 10 or more dwellings that would trigger a requirement to contribute towards affordable housing. This is to ensure that developers may not circumvent the policy requirement by artificially subdividing sites or through an inefficient use of land.

*site area includes everything within the red line boundary of the planning application, which may include existing properties which are being materially altered.

AFFORDABLE HOUSING CONTRIBUTIONS FROM OTHER DEVELOPMENTS

Policy Context

- Securing contributions towards affordable housing from new student accommodation, older persons accommodation and employment-generating uses can help contribute towards the supply of affordable homes in Oxford, which is important because many sites proposed for those uses could equally be suitable for homes, from which a percentage of affordable housing would have been sought under Policy H2.
- This requirement also helps to ensure that the provision of affordable homes is not disadvantaged in the market in comparison with these other uses.
- Direct provision of new student accommodation with affordable bedspaces targeted at students considered to be in need of low-cost rent does not negate the requirement for contributions. This is because discounted student accommodation bedspaces are, by their nature, provided for students who do not live in the city full time, and it does not contribute to meeting the city's affordable housing need.
- Employment-generating uses can impact on affordable housing needs by encouraging workers in housing need to move to Oxford to take up new jobs generated by the proposed use of the new development. As such this policy seeks financial contributions towards affordable housing provision.

Policy Implementation

- Financial contributions are required on a comparable basis so that the development of sites for residential is not disadvantaged in the market or viability terms.

- Financial contributions are more likely to be appropriate than on site provision as many qualifying schemes are likely to be designed in a way which would be challenging for registered landlords to manage the affordable housing units or are unlikely to be appropriate because of the different housing needs and lifestyles. Management agreements and other restrictions (e.g. low car parking) may also be imposed related to those uses, which are also not necessarily appropriate to general housing in all locations.
- For new student accommodation, the policy does not apply to development within university campus sites or redevelopment of existing purpose-built student accommodation that is currently and will continue to be owned and/or managed by the universities.

POLICY H3: AFFORDABLE HOUSING CONTRIBUTIONS FROM OTHER DEVELOPMENT TYPES

The City Council will seek financial contributions towards the delivery of affordable housing from proposals for new purpose-built student accommodation, new older people's accommodation and new employment-generating uses.

The contribution will be required only from the number of units creating a net gain or the additional floorspace that is new to employment-generating use. For mixed-use developments a pro-rata approach will be used to determine whether a contribution is required, and how much this should be. The usual affordable housing contributions policies will apply to any residential elements of mixed-use developments. The contribution will be calculated using the formulas in Appendix 2.1.

On proposals for new purpose-built student accommodation

- a) A financial contribution will be sought towards the delivery of affordable housing from proposals for new student accommodation of 24 or more student units (or 10 or more self-contained student units). Alternatively, the affordable housing contribution can be provided on-site where both the City Council and the applicant agree that this provision is appropriate.
- b) Contributions towards affordable housing provision from new student accommodation will not be sought where:
 - The proposal is within an existing or proposed university or college campus site, as defined in the glossary; or
 - The proposal is for redevelopment of an existing purpose-built student accommodation site which at the date of adoption of the Plan is owned by a university, and which will continue to be owned by a university to

meet the accommodation needs of its students after the redevelopment.

On proposals for new self-contained older persons accommodation

- c) A financial contribution will be sought towards the delivery of affordable housing from proposals for new self-contained older persons accommodation of 10 or more self-contained units. Alternatively, the affordable housing contribution can be provided on-site where both the City Council and the applicant agree that this provision is appropriate.

On proposals below the thresholds for contributions

- d) Where the number of dwellings or units proposed falls below the relevant thresholds to require affordable housing contributions set out in A or C, the Council will consider whether or not the site reasonably has capacity to provide the number of dwellings that would trigger a requirement to make a contribution towards affordable housing. This is to ensure that developers may not circumvent the policy requirement by artificially subdividing sites or an inefficient use of land. This policy will apply to all types of development including conversions and changes of use.

On proposals for new employment-generating uses

- e) A financial contribution will be sought towards the delivery of affordable housing from proposals for major employment-generating uses (defined in Glossary), or flexible E-Class uses which could be used for employment-generating use, delivering a net gain in floorspace of 1000sqm GIA or more.
- f) Where description of development is listed as flexible class E, it will be assumed that all of it is employment-generating (unless specified otherwise in the planning application). This is to avoid proposals circumventing the policy and providing appropriate contributions towards affordable housing.

EMPLOYER-LINKED AFFORDABLE HOUSING

Policy Context

- Employers in Oxford, including critical services such as the NHS, are facing significant challenges in recruiting and retaining staff because of the shortage of homes that are affordable to local people working in Oxford on average Oxford salaries. People can be discouraged from taking jobs in Oxford if they cannot afford to live close enough to their place of work.
- Many jobs in Oxford still require people to attend their workplaces because they are jobs that are not possible to do remotely, such as in frontline healthcare,

teaching in schools and universities, as well as those working in manufacturing and R&D labs, cleaning and servicing. Many of these workers may find themselves living away from the city, with expensive and time-consuming commutes, or living in shared accommodation in Oxford that is too small for their needs. People with no option but to rent a room in a house-share can be prevented from moving on with their lives with a partner or family.

- Employer-linked housing is a bespoke approach that was introduced in Oxford in the LP2036. It involves housing being developed on specified sites, by specified key employers, to provide a means of delivering affordable housing for their own staff. This allows those employers to help to address their own recruitment and retention issues by providing housing on their own land.
- For most of the specified sites, employer-linked housing will only be one element of use on the site, for example operational hospital uses will be retained on the hospital sites.

Policy Implementation

- The policy provides an alternative means of delivering affordable housing, to supplement the affordable homes delivered via Policy H2.
- Employer-linked affordable housing provides 100% affordable housing.
- The policy is designed to enable delivery of on-site affordable housing on sites that would not be suitable for delivering housing to the usual requirements of Policy H2. It is not intended as an alternative to H2, it is a supplementary approach to be used only in specific circumstances.
- The policy is restricted to specified sites and specified employers, which have been chosen for their suitability, availability and potential capacity to cater to the housing needs of essential workers, and also to avoid the policy being used to circumvent normal affordable housing contribution policies or the provision of social rented housing.
- The tenure mix and size of dwellings on employer-linked sites needs to respond to the needs and circumstances of the employees, there is not a one size fits all approach.
- Additional criteria in the policy collectively ensure that the benefits truly outweigh the compromises.
- In the event that market housing is also provided on the site then Policy H2 is engaged on the market housing element. The employer-linked affordable housing could then contribute to the requirement for the intermediate element within Policy H2 but could not be relied on to meet the social rent tenure requirement within Policy H2.
- In the event that over time the employer no longer has a need for the employer linked housing, the legal agreement will also ensure that 40% of the units are

transferred to a registered provider or the City Council as affordable housing, with a tenure split that reflects affordable housing Policy H2, and not sold on the open market.

POLICY H4: EMPLOYER-LINKED AFFORDABLE HOUSING

Planning permission will be granted on the following sites for employer-linked affordable housing for rent.

The sites identified as appropriate for employer-linked affordable housing are:

- Campus sites of the colleges of the University of Oxford and of Oxford Brookes University. These are sites with academic accommodation existing at the time of the adoption of the Local Plan, and where academic institutional use would remain on the site, even with the development of some employer-linked housing
- Slade House
- Manzil Way Resource Centre
- Littlemore Mental Health Centre
- Warneford Hospital
- West Wellington Square
- Osney Mead
- John Radcliffe Hospital
- Churchill Hospital
- Nuffield Orthopaedic Hospital

Where this policy is applied, the standard affordable housing requirements of Policy H2 will not apply, except to any market housing element on the site or under those circumstances identified under criterion f)iii).

An affordable housing approach will need to be agreed with the Council setting out how the proposed affordable homes will be developed and managed by the employers (or by development partners on their behalf) to meet the housing needs of their employees.

All of the following criteria must be demonstrated as part of the planning application and will be secured through the relevant planning permission:

- a) The employer has an agreed affordable housing approach in place setting out access criteria and eligibility, rent policy and rent levels, approved by the City Council and with an appropriate review mechanism in place; and

- b) 100% of the housing should be available to be occupied by those employees who meet the requirements of the affordable housing approach agreed with the City Council and be available in perpetuity; and
- c) The occupation of the housing will be limited to households where at least one member works for the employer linked to the site (for the duration of their employment). This also applies to social care workers who work for but are not employed directly by Oxfordshire County Council and to some NHS staff who are not directly employed by the NHS; and
- d) An occupancy register should be kept and made available for inspection by the City Council at any time; and
- e) Planning applications must be accompanied by a detailed explanation and justification of the approach proposed and the mechanisms for securing the requirements of this policy; and
- f) A legal agreement will be required to secure the benefits of this policy. In addition, the legal agreement will be used to:
 - i) agree the allocations policy;
 - ii) agree an appropriate re-letting of units in the property in the event that there are units vacant for more than 6 months;
 - iii) agree that if the employer decides they no longer have a need for the housing, then the affordable housing requirements detailed under Policy H2 will be applied.

CREATING MIXED AND BALANCED COMMUNITIES

Local planning authorities are required to plan for the needs of groups with specific housing requirements. These include but are not limited to, those who require affordable housing, families with children, older people, people with disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their own homes. There is also a need to plan for sufficient student accommodation, whether it consists of communal halls of residence or self-contained dwellings, and whether or not it is on a campus. Helping to meet specialist housing needs is important to creating mixed and balanced communities.

MIX OF DWELLING SIZES (NUMBER OF BEDROOMS)

Policy context

- The NPPF sets the expectation that within the overall aim of meeting an area's identified housing need, an appropriate mix of housing types for the local

community should be sought. This policy contributes towards this by shaping the mix of dwellings sizes (number of bedrooms).

- To inform the % requirements in Policy H7, evidence from the Specialist Housing Needs evidence (2025, Iceni) was combined with factors from the affordable housing register including mix of unit sizes, need to downsize and the existing housing stock.
- Some sites and locations will be more suitable for different types of dwelling.
- The plan should aim to meet the full variety of needs over the plan period, which includes the need for family housing, with sufficient flexibility to respond to changing needs over time.

Policy implementation

- The % requirements have been proposed as a range to allow for flexibility, in response to constraining elements such as site size or layout.
- The % mix set out in Policy H7 should be understood as relevant only to the affordable housing element of a site, not the market element. However, the overall mix should still be explained and justified. The relevant evidence base that may inform the appropriate mix includes the Specialist Housing Needs evidence (2025, Iceni), consideration of the housing register, demographics, household sizes and trends over time. Also relevant is the nature of the site, local context and the need to make efficient use of land.

POLICY H5: MIX OF DWELLING SIZES (NUMBER OF BEDROOMS)

Planning permission will be granted for residential development where it is demonstrated that it will deliver an appropriate mix of dwelling sizes that responds to the site context, including local needs, and that it results in mixed and balanced communities. Evidence to support the proposed mix should be proportionate to the application and may include evidence from the Specialist Housing Needs Evidence, market demand and design considerations. Evidence should also demonstrate regard to the housing register and current requirements if the below mix for affordable housing does not apply.

Proposals for 25 or more homes (gross) (C3 residential) or sites of 0.5ha and greater, and which are outside of the city centre or district centres, will be expected to comply with the following mix of unit sizes for the affordable housing element, unless it can be shown not to be feasible (this does not apply to employer-linked affordable housing):

Mix of dwelling sizes for affordable housing (for rent and for ownership):

Size of dwelling	% of the affordable housing element
1 bedroom homes (all 2 person unless by agreement based on specific need)	20-35%
2 bedroom homes	30-45%
3 bedroom homes	25- 35%
4+bedroom homes	5-15%

For affordable rented forms of homes for those 65 and over, the mix should be 35-50% 1 bed and the remainder 2-bed+.

For affordable ownership forms of homes with 10 or more units of affordable home ownership types (excluding employer-linked housing):

Size of dwelling	% of the affordable housing element
1 bedroom homes (all 2 person unless by agreement based on specific need.	20-30%
2 bedroom homes	45-55%
3+ bedroom homes	20- 30%
4+bedroom homes	5-15%

LOSS OF DWELLINGS

Policy context

- Oxford cannot meet its full housing need, and as such it is important to ensure that the existing stock of homes is protected.
- However, it is also the case that the lack of available land and sites in Oxford can constrain development of other facilities needed to support the local community, which sometimes are best delivered by conversion of an existing house.

Policy implementation

- The policy generally resists any net loss of dwellings, including for short-term lets.
- The policy allows some flexibility in particular circumstances, in order to allow facilities important to the local community to come forward. Where this does

happen, the policy requires that the conversion is done in such a way that the unit could be converted back to a dwelling in the future.

- The policy also ensures that the proposed use is compatible with neighbouring uses and does not give rise to unacceptable impacts on the local area.

POLICY H6: DEVELOPMENT INVOLVING LOSS OF DWELLINGS

Planning permission will not be granted for any development that results in the net loss of one or more self-contained dwellings on a site (this includes all HMO that are suitable for occupation by a single household), except in one of the following circumstances:

- a) Where essential modernisation is proposed to make living accommodation acceptable, and it can be shown that loss of a unit is essential for operational reasons or to secure space standards; or
- b) A change of use of a C3 dwelling or dwellings to a non-self-contained C2 extra care, specialist or supported housing, sheltered accommodation or care home is proposed; or
- c) A change of use of a dwelling to form a primary care facility, dentist, children's nursery or local community hall or meeting place (Use Class F.2) (defined as a building or parts of a building, or space that is open and accessible to the local community, providing services or activities that the local community wants and needs).

In such cases, the following criteria should all be satisfied:

- d) It must be demonstrated that the layout of the unit retains capacity to be turned back into a residential unit in future; and
- e) The scale and nature of the proposed use is compatible with neighbouring uses and with the surrounding area and is not likely to give rise to unacceptable impacts and effects from noise, nuisance, traffic, or on-street parking.

HOUSES IN MULTIPLE OCCUPATION (HMO)

Policy Context

- The NPPF sets out an expectation that within the overall aim of meeting an area's identified housing need, an appropriate mix of housing types for the local community should be sought. This policy contributes towards this by shaping the approach for the supply of HMO.

- HMO offer the only available and affordable solution for many people as renting individually or buying a property in Oxford is too expensive.
- It's important to monitor and control the supply of this type of home as high concentrations of HMO can result in changes to the character of the local area.

Policy Implementation

- A percentage threshold has been included to ensure there is not an overconcentration of HMO in certain streets/ areas of the city
- The policy includes a requirement for HMO applications to comply with good practice guidance on HMO amenities and facilities
- The policy does not allow new purpose- built HMO as this type of accommodation reduces potential for delivering housing that meets greater needs (e.g. social rented housing).

POLICY H7: HOUSES IN MULTIPLE OCCUPATION

Planning permission for conversions to or new HMO, will only be granted where:

- a) The proportion of buildings that are used in full or part as a licensed/ pending licensed HMO, within 100 metres of street length either side of the application site's principal elevation, does not exceed 20%; and
- b) The development complies with the City Council's good practice guidance on HMO amenities and facilities, or any equivalent replacement document.

For the purposes of this policy, street length is measured as:

- i) 100m either side of the mid-point of the principal elevation of the proposed development, including principal elevations that wrap around corners or that are broken by a road or footpath; and
- ii) 100m either side directly opposite the mid-point of the principal elevation of the proposed development, including principal elevations that wrap around corners or that are broken by a road or footpath; and
- iii) All buildings opposite the principal elevations described above.

Appendix 2.2 illustrates how this will be applied.

Applications for changes from C4 HMO to a Sui Generis HMO must be compliant with point b) above.

New purpose-built HMO will not be permitted.

LOCATION OF NEW STUDENT ACCOMMODATION

Policy Context

- It is important to acknowledge, support and build on the vital economic and educational role of the universities and other educational institutions, whilst managing potential adverse impacts that a large number of students resident in Oxford may have on established communities and on the availability of general market and affordable housing.
- The Planning Practice Guidance (PPG) recognises that encouraging more dedicated student accommodation may provide low-cost housing that takes the pressure off the private rented sector and increases the overall housing stock.
- The City Council accepts that some additional student accommodation should continue to be provided to meet the accommodation needs of both universities. However, aiming to accommodate all students in purpose-built student accommodation is not a sensible approach for a number of reasons:
 - Purpose-built student accommodation will not be suitable for the whole student body.
 - It could use up sites better suited to general housing.
 - It could lead to a dominance of student accommodation resulting in less availability, loss of opportunities to bring forward affordable housing and result in a high proportion of transient occupants in the area that would undermine the desire to deliver mixed and balanced communities.
 - Not all types of students have the same accommodation needs or impacts on the community, for example post-graduate researchers and those on vocational courses tend to be working alongside their course and student halls may not be suited.
 - Some students may already live in or near the city at home, and they do not need accommodation.
- Delivering student accommodation in only the most suitable locations can help to ensure that quieter residential streets are not subject to unacceptable changes in character or increased activity.
- Student accommodation is generally not used for every week of the year, giving opportunities for efficient use of student accommodation outside of semester or term-time, if well managed.

Policy Implementation

- Occupation of new student accommodation is limited to full-time students enrolled on courses of one academic year or more.

- The policy allows for slightly more flexibility towards location of post-graduate accommodation than graduate accommodation, reflecting its slightly different impacts.
- The policy ensures that existing student accommodation sites are not lost to other uses and that any loss, must be provided for by at least an equivalent amount of new student accommodation.
- The policy does not restrict use of the accommodation outside semester or term-time by allowing it to be used by short-stay visitors.
- Larger schemes are required to include indoor communal amenity space for students to gather and socialise, which should minimise impacts outside the accommodation.
- The policy allows only operational and disabled parking for new student accommodation.

POLICY H8: LOCATION OF NEW STUDENT ACCOMMODATION

Planning permission will only be granted for student accommodation in the following locations:

- On or adjacent to an existing* university or college campus or academic site, or hospital and research site, and only if the use during university terms or semesters is to accommodate students being taught or conducting research at that site; or
- In the city centre or a district centre; or
- On a site which is allocated in the development plan to potentially include student accommodation.

In addition, if purpose-built postgraduate accommodation already exists at a particular location, subject to meeting criteria a) to e) below, new purpose-built postgraduate accommodation will be granted planning permission adjacent to existing postgraduate accommodation.

Planning permission will only be granted for student accommodation if:

- a) Student accommodation will be restricted in occupation to full-time students enrolled in courses of one academic year or more, subject to the provisions of criterion e below; and
- b) For developments of 25 or more bedrooms, the design includes indoor communal amenity space for students to gather and socialise; and

- c) A management regime has been agreed with the City Council that will be implemented on first occupation of the development (to be secured by a planning obligation); and
- d) The development complies with parking standards that allow only operational and disabled parking, and the developer undertakes and provides a mechanism to prevent residents from parking their cars anywhere on the site, (unless a disabled vehicle is required), which the developer shall thereafter monitor and enforce; and
- e) A management strategy is agreed if it is intended there will be occupants other than students meeting the definition set in criterion a) outside of term times; and
- f) It provides affordable housing contributions where required in compliance with Policy H3.

Planning permission will not be granted for development that would lead to the loss of student accommodation linked to an educational institution unless new, alternative student accommodation is available for occupancy, within a reasonable and acceptable timeframe, by students of the same institution. New accommodation should be equivalent in amount, mix and affordability to the rooms being lost.

*An existing university or college campus or academic site is one that exists at the time the Plan is adopted

LINKING NEW ACADEMIC FACILITIES WITH THE ADEQUATE PROVISION OF STUDENT ACCOMMODATION

Policy Context

- Higher education institutions offer courses for students of 18+, many of whom move to live in the city and therefore generate additional accommodation needs.
- In order to balance competing demands on land in Oxford, there is a need to ensure that the expansion of numbers of students at higher education institutions does not occur without consideration of how they will be accommodated. Minimising the number of students who are reliant on living

outside of university-provided accommodation so that housing can be retained for market and affordable housing is a priority for this Plan.

- Not all students have the same needs, for example those on vocational courses with work placements away from Oxford (e.g. student teachers, nurses) would not require accommodation for that period, and postgraduates may have different needs to undergraduates.
- The threshold levels for each institution have been reconsidered and have been based on the latest forecasting needs for each university, whilst ensuring they are still effective. They are to be re-considered from the academic year starting in 2033 as forecasting student numbers becomes less reliable over time.

Policy Implementation

- The threshold is limited to the number of full-time taught course students living in Oxford requiring accommodation.
- Not all expansion of these institutions will create additional accommodation capacity for students, and if institutions can demonstrate that their proposals for academic or administrative accommodation will not generate an associated increase in capacity for student residences then the policy does not apply. Where that increased capacity for students is generated, it should be demonstrated that the additional students may be accommodated through provision of additional university-provided student accommodation.
- From 2033, it will be considered whether the thresholds are still achievable, and if not, information will be needed to explain the current situation and the impacts of a proposal to inform decisions at the planning application stage. The annual Authority Monitoring Report will be used to identify the current numbers and set a threshold above this, reflecting any anticipated short-term changes, for the year ahead.

POLICY H9: LINKING NEW ACADEMIC FACILITIES WITH THE ADEQUATE PROVISION OF STUDENT ACCOMMODATION
Planning permission will only be granted for new, redeveloped or refurbished academic, research or administrative facilities for higher education institutions where it can be demonstrated that either: a) The new facilities would not generate or facilitate any increase in student numbers; or

- b) There is a plan in place for managing the accommodation needs of the additional students, either because the institution has sufficient existing accommodation, or because sufficient accommodation has been identified as being available. For Oxford Brookes University and the University of Oxford this criterion will be measured and can be demonstrated through application of the threshold of the number of qualifying students living outside of relevant student accommodation, as follows.

University of Oxford

Planning permission will only be granted for new/redeveloped or refurbished academic or administrative facilities (that generates or facilitates an increase in student numbers) for the University of Oxford, where the number of full-time taught course students living in Oxford requiring accommodation, does not exceed the level of university owned or managed accommodation by more than the following thresholds at the time of the application:

- Until the academic year starting in 2033: 3,100
- Academic year starting 2033 onwards to be negotiated based on consideration of the situation at the time.

Oxford Brookes University

Planning permission will only be granted for new/redeveloped or refurbished academic or administrative facilities (that generates or facilitates an increase in student numbers) for Oxford Brookes University, where it can be demonstrated that the number of full-time taught course students living in Oxford requiring accommodation, does not exceed the level of university owned or managed accommodation or known purpose-built student accommodation by more than the following thresholds at the time of the application:

- Until the academic year starting in 2033: 5,750
- Academic year starting 2033 onwards to be negotiated based on consideration the situation at the time.

The reference to full time, taught course students requiring accommodation excludes those students who were resident in Oxford before applying to study at the university and who continue to live at their pre-application home address while studying. Appendix 2.3 provides more detail on how compliance with the thresholds will be calculated.

HOMES FOR TRAVELLING COMMUNITIES

Policy Context

- The Council has worked collaboratively with neighbouring authorities on the Oxfordshire Gypsy and Traveller, Travelling Showpeople and Boat dwellers Accommodation Assessment. This includes taking into account waiting lists and whether there are members of the travelling community living in bricks and mortar. It does not identify current or forecast need for Gypsy and Traveller and Travelling Showpeople accommodation in Oxford. This Plan therefore does not make any specific site allocations for new sites in Oxford but provides criteria to assess any proposals for new sites that may come forward during the Plan period.

Policy Implementation

- The criteria-based policy provides a framework for assessing planning applications for these types of specialist housing should they be submitted.
- Gypsies and Travellers and Travelling Showpeople are defined as two separate groups with different criteria applicable to each. The relevant criteria should be applied, depending on which group the application is for.

POLICY H10: HOMES FOR TRAVELLING COMMUNITIES

Proposals for permanent or transit residential pitches or yards for Gypsy, Traveller, or Travelling Showpeople in Oxford will only be granted planning permission where all of the following criteria are met:

- a) The applicant or updated City Council evidence base has adequately demonstrated a clear need for the pitch/yard in the city, and the number, type, and tenure of pitches/yards proposed, which cannot be met by a lawful existing or available allocated site; and
- b) The pitch/yard is accessible to facilities and services including local shops, healthcare, education and employment by walking, cycling and public transport; and
- c) The pitch/yard has safe and convenient vehicular, pedestrian and cycle access, including adequate access for emergency services and the other types of vehicles that could reasonably be expected to use or access the pitch/yard; and
- d) Proposals make adequate access to or provision for essential on-site facilities that meet best practice for modern Traveller pitch/ yard

requirements, including, play areas, and provision for servicing including water supply, electricity and recycling and waste management (and for Travelling Showpeople space for the storage and maintenance of equipment appropriate to their business activities): and

- e) The pitch/yard will provide an acceptable living environment and the health and safety of the pitch/yard's potential residents should not be put at risk. Factors to take into account include: flood risk (pitch/yard should not be located in Flood Zone 3a or 3b), site contamination, air quality, and noise; and
- f) The pitch/yard is located, and can be managed, so as not to have unacceptable adverse impact on the amenity of nearby residents or other existing uses, or the appearance or character of the surrounding area. Appropriate boundary treatment and landscaping should be capable of being provided.

HOMES FOR BOAT DWELLERS

Policy Context

- Residential boats and their dwellers on both permanent and temporary visitor moorings contribute to the cultural and housing diversity of Oxford and provide a type of accommodation that can be more affordable.
- There are also boat-dwellers whose transitory nature generates a significant demand for temporary moorings, including those who identify as Bargee Travellers, as well as those who continuously cruise.
- The City Council has worked collaboratively with neighbouring authorities on the assessment of need for accommodation for boat dwellers. The analysis of houseboat need suggests that there is additional need for residential moorings across waterways in Oxfordshire, the majority of need arising from Oxford, which has a need with a range of 20-50 additional moorings.
- There is limited potential for additional sites in Oxford because of constraints such as the need to maintain safe navigation of the main river channels and avoiding conflict with the operational requirements of both the Canal and River Trust and Environment Agency.
- The City Council welcomes opportunities for the establishment of new moorings and will produce further planning guidance for those seeking to deliver new moorings in the city.

Policy Implementation

- The criteria-based policy provides a framework for assessing planning applications for this type of specialist housing if sites do come forward.

POLICY H11: HOMES FOR BOAT DWELLERS

Planning permission will only be granted for new residential moorings on Oxford's waterways where all of the following criteria are met:

- Proposals do not impede navigation, navigational safety, or operational requirements of the waterway including use of footpaths;
- Proposals will maintain or enhance the amenity, visual character, water quality, historic and ecological value of the waterway or nearby land;
- Proposals are close to existing services and amenities including potable water, electricity (including consideration of demand and need for EV boat charging) and waste disposal;
- Proposals are served by adequate pedestrian/cycling access and public transport facilities and services including shops, healthcare, education and employment, and vehicular access for emergency vehicles; and
- Proposals have investigated impacts of flood risk and addressed provision for safe access/egress and/or evacuation plans where appropriate.

OLDER PERSONS AND SUPPORTED ACCOMMODATION

Policy context

- Nationally, the population is aging, and whilst Oxford has a younger than average age profile of residents (12% aged 65+ compared to 19.8% in the South East, 2024, ONS), the population of those 65+ in Oxford is expected to grow by around 35.9%-38.7% by 2045 (representing 7,336-7,905 additional people in this age range).
- The NPPF lists older people (including those who require retirement housing, housing with care and care homes) and people with disabilities as groups whose housing needs should be understood and attempted to be met.
- The Oxfordshire County Council Specialist Housing Need Assessment 2024, and the Oxford Updated Specialist Housing Needs Evidence (Iceni, 2025) that expands on it, give a recent picture of the need for supported housing in Oxford.
- For market accommodation, it is expected that the market will respond by bringing forward specialist housing types.
- To be viable, specialist housing developments need to be of a reasonably large size, so that there are enough rooms to justify the on-site staff and facilities.

Because of the lack of large sites in Oxford, there are limited opportunities to allocate parts of sites specifically for this use.

- People in this housing type may have limited mobility and it is important that they are in accessible locations so residents do not become isolated.

Policy implementation

- Provision of new extra-care and elderly persons' accommodation is generally supported by the policy approach.
- The criteria are intended to ensure that supported accommodation is well designed, with good access to local facilities, and that it is well integrated into a mixed community.

POLICY H12: OLDER PERSONS AND OTHER SPECIALIST ACCOMMODATION

Planning permission for accommodation for older people and supported and specialist care will only be granted where it:

- a) Is located with good access to local facilities and services including public transport, shops and healthcare facilities; and
- b) Is located close to or as part of a mixed community and will contribute positively to the creation and/or maintenance of mixed and balanced communities; and
- c) Is appropriate for the neighbourhood in terms of form, scale and design; and
- d) Includes internal rooms, gardens and amenity space of appropriate size and quality for residents
- e) Provides affordable housing contributions where required in compliance with Policy H3.

Planning permission will not be granted for the loss of existing specialist care accommodation unless it can be demonstrated that provision is to be replaced or that there is a not a need for the facility.

SELF BUILD AND CUSTOM HOUSEBUILDING

Policy Context

- As required under section 1 of the Self Build and Custom Housebuilding Act 2015, the City Council is required to keep a register of those seeking to acquire serviced plots in the area for their own self-build and custom house building. They are also subject to duties under sections 2 and 2A of that Act to have regard to this and to give enough suitable development permissions to meet the

identified demand. Self and custom-build properties could provide market or affordable housing.

- Proposals for community-led housing will be supported because of the benefits they are expected to bring in terms of community cohesion, permanent affordability and sustainable development.
- Community-led housing can be delivered through several approaches including community land trusts, co-housing and co-operatives and can involve homes that are market sale, shared ownership, market or affordable rent, rent to buy, or a combination of all. There are several organised groups with ambitions for providing community-led housing in Oxford.

Policy Implementation

- A percentage threshold has been included to help deliver a supply of sites for self-build and custom housebuilding
- The threshold only applies to sites of 100 or more homes in order to avoid potential adverse impacts on the design/layout of the site
- A time limit is specified so that if the plots don't sell they can still be brought forward with the rest of the site (and would need to comply with normal policies about affordable housing).
- This policy doesn't apply to certain types of development because delivery of self-build within these kinds of development is not likely to be feasible.

POLICY H13 SELF-BUILD AND CUSTOM HOUSEBUILDING

Proposals for self-build and custom-build housing will be supported as a way of enabling people to meet their own housing needs.

On residential sites of 100 homes or more, 5% of the site area developed for residential use should be made available as self-build/custom-build plots. Plots will be part of the market housing element of the scheme, unless they are conditioned to be brought forward as housing that meets the affordable housing definition.

Plots should have services (water, foul drainage and electricity supply) to the boundary and access to the public highway. Plots should also have surface water drainage, telecommunications services, and access to a fuel or energy source in line with policy R1.

A legal agreement will be used to ensure that if the self-build plots have not sold after six months of marketing, then dwellings should be built and brought forward

in the normal way, in accordance with other policies regarding affordable housing and housing mix.

The following development types are excluded from this requirement: Employer-linked affordable housing; student accommodation; other C2 or Sui Generis types of accommodation; and residential development in conversions or on brownfield sites where only flatted development is provided.

Community-led housing

Proposals for community-led housing will be supported because of the benefits they are expected to bring in terms of community cohesion, permanent affordability and sustainable development.

Community-led housing will not necessarily meet the requirements for self-build or custom build but has potential to if the community-led housing group have the primary input into the final design and layout.

BOARDING SCHOOL ACCOMMODATION

Policy Context:

- There are many boarding schools in Oxford with children aged 18 and under. Most of these schools are campus-based, so that the children live in accommodation on the teaching campus.
- Because these types of developments are for children, they are not counted in calculations of housing need, or in monitoring of housing completions, but they do sometimes seek similar types of sites to residential developments.
- If boarding accommodation comes forward outside of the main school site, this could have a variety of negative implications such as:
 - Preventing the site for coming forward for alternative residential uses for which there is a greater need
 - It could lead to children being accommodated in a location removed from the school, with a potential drop in supervision and their safety, and with an increased need to travel to reach lessons
 - Potential negative impact on the amenity of surrounding residents, for example, if the new accommodation is a conversion of a property not designed for the purpose

Policy Implementation:

- The policy is aimed to minimise the conflicts and potential negative impacts and ensuring a good living environment for the children
- Proposals will only be accepted on campus or adjacent, to avoid competing with residential sites that help meet the wider housing need

POLICY H14: BOARDING SCHOOL ACCOMMODATION
Proposals for new or extended boarding school accommodation for children ages 18 and under will only be accepted where it is on or immediately adjacent to a main teaching campus of the school the children will attend, and it is in accordance with the other policies of the Development Plan.

CHAPTER THREE

A FAIR AND PROSPEROUS CITY WITH A GLOBALLY IMPORTANT ROLE IN LEARNING, KNOWLEDGE AND INNOVATION

INTRODUCTION

Oxford is a city with a global reputation and has many major economic assets. These include two leading universities, and cutting-edge research in key areas including biotech, data science, quantum technology and robotics. The city is home to an increasingly diverse array of enterprises that are driving economic growth and prosperity for all. The city also has an impressive tourism economy.

Oxford's economy is shaped by the presence of its two successful universities. The city is a major centre for teaching hospitals and is home to several acute and specialist medical research organisations. Oxford is an attractive location for a range of companies and can foster home-grown spin out businesses because of the existing research capabilities, the ready supply of graduates and the clustering effect of organisations with close ties in a number of related areas. Work that is happening in Oxford is helping to find solutions to global problems such as health and climate change. Oxford's economy makes a vital contribution to the regional and national economy.

Oxford is the most sustainable location for employment in the county. It is often easier to strengthen and develop the public and active transport systems to take people to jobs in the city rather than scatter employment to less sustainable locations.

This chapter sets out the following topics:

- Employment strategy
- Community employment and procurement plans
- Affordable workspace
- Hotel and short stay accommodation

EMPLOYMENT STRATEGY

Policy context

- Oxford's overall employment floorspace need for the plan period is 412,460sqm.
- This is distributed between each of the employment generating uses as follows:
 - Office – 21,370sqm
 - R&D – 345,004sqm
 - Industrial – 0sqm
 - Storage/ Distribution – 46,086sqm
- Oxford has seen strong demand for employment floorspace in key sectors including Research and Development (R&D). There is a strong development pipeline of R&D floorspace being delivered at locations across the city (including Oxford North, Oxford Science Park, ARC Oxford, within the West End of the city centre and at Botley Road).
- The delivery of the employment strategy creates the conditions:
 - For Oxford to meet all identified employment needs arising within the city to 2045;
 - To facilitate the delivery of much needed homes for people on a range of different incomes by:
 - supporting the complete loss of poorly performing employment sites to housing; and
 - allowing an element of housing to come forward on Key Employment Sites, subject to certain criteria being met;
 - To support improvements to the accessibility of services and facilities; and
 - To enable the delivery of infrastructure improvements.

Policy implementation

- The city's employment strategy:
 - Seeks to modernise and intensify existing employment sites so that the identified employment floorspace need can be met without using additional sites;
 - Enables appropriate redevelopment opportunities to be delivered within the city and district centres;
- While the employment strategy does not require additional sites to meet employment land needs, the intensification of Oxford's existing employment sites is still likely to

draw additional workers into the city. However, by focusing and concentrating new employment floorspace towards known employment sites, this can support the delivery of identified infrastructure schemes contained within the Infrastructure Delivery Plan, including public transport and active travel schemes.

- Oxford's employment sites fall into two categories:
 - Key Employment Sites; and
 - Existing employment sites not designated as Key Employment Sites.
 - *Key Employment sites:*
 - Include nationally and regionally important employment sites that make a significant contribution to the knowledge economy, are significant employers or provide important local services;
 - Have been identified as performing well and having long-term potential for continued employment uses, when assessed against a set of identified criteria and;
 - When located outside the city and district centres are at least 0.25ha;
 - When located within the city and district centres are very large sites (2ha or more).
 - *Existing employment sites not designated as Key Employment Sites:*
 - Are often smaller sites;
 - Can be less-well located;
 - Do not perform such an important economic function or are unlikely to be able to in the future.

POLICY E1: EMPLOYMENT STRATEGY

All new development on employment sites needs to show that it is making the best and most efficient use of land and premises, positively promotes sustainable development and does not cause unacceptable environmental impacts.

New employment generating uses:

Planning permission will be granted for the intensification and modernisation of any Key Employment Site or any employment site in the city centre or district centre.

Outside of these locations:

- a) Existing employment sites not designated as Key Employment Sites (or those in lawful use for the proposed employment use class), can only be regenerated with employment generating uses if better and more intensive use is made of the site through the redevelopment, up-grading or re-use of existing under-used buildings, and
- b) Proposals for additional floorspace for employment generating uses on existing employment sites not designated as Key Employment Sites (or those in lawful use for the proposed employment use class), outside the city and district centres must follow the sequential approach for new town centre uses as set out in Policy C1.

Planning permission will not be granted for proposals for employment generating uses outside the following locations:

- c) Key Employment Sites;
- d) the city and district centres;
- e) existing employment sites not designated as Key Employment Sites (or those in lawful use for the proposed employment use class).

Key Employment Sites are listed in Appendix 3.1 and are shown on the policies map. All other employment sites are existing employment sites not designated as Key Employment Sites.

Loss of employment floorspace and the use of employment sites to support housing delivery

Planning permission will not be granted for development that results in a net loss of employment floorspace on Key Employment Sites unless it can be fully justified where:

- f) The employment use can be maintained; and
- g) The number of jobs in employment generating uses is retained.

Planning permission will be granted for the loss of any existing employment sites not designated as Key Employment Sites to other uses, including proposals for housing which, will be supported (subject to a satisfactory assessment of objectives c) to f)).

Proposals involving housing at Key Employment Sites and on existing employment sites not designated as Key Employment Sites will be assessed by a balanced judgement which will take into account the following objectives:

- h) Meet as much housing need as possible in sustainable locations;
- i) Avoid the loss of, or significant harm to, the continued operation or integrity of successful and/ or locally useful, business and employment sites;
- j) Create a pleasant residential environment that provides an acceptable level of amenity for future occupiers;
- k) Create a sense of place that is well-connected by safe walking and cycling routes to shops, schools, open spaces, and community facilities and that is well-served by public transport;
- l) Secure environmental improvements
- m) Avoid locating residential uses in close proximity to existing businesses that may create noise, smells or other potential disturbances as part of the day-to-day operations.

WAREHOUSING STORAGE AND DISTRIBUTION USES

Policy context

- New large scale B8 uses are usually low-density and do not generally make for an intensive land-use. In Oxford's context with numerous competing pressures for land, these uses are not likely to make the most efficient use of any land.
- A range of factors dissuade large-scale B8 uses from locating in Oxford including: a lack of proximity to key junctions on the strategic road network; lack of available sites; and competition from higher rental markets such as R&D.
- However, small-scale warehousing, storage and distribution uses can be useful in supporting local employers in sectors such as manufacturing; and are often essential in supporting other key employers within the city to maintain their supply chain.

Policy implementation

- New B8 Uses can only come forward on Key Employment sites in support of the main employment use or as part of a wider agreed masterplan on sites specifically allocated for that purpose.

- Development proposals involving the loss of B8 uses at Key Employment Sites will need to demonstrate that the B8 use is not needed to support existing businesses/ employment generating uses operating at that site.
- Proposals involving the loss of B8 floorspace at existing employment sites not designated as Key Employment sites should be assessed in accordance with Policy E1.
- Freight consolidation centres are a specific type of B8 development where goods are grouped together for distribution so that fewer delivery journeys are required by road. This can have a beneficial impact on air pollution, congestion and noise across Oxford. The Council will work with partners to promote the use of freight consolidation centres where possible.

POLICY E2: WAREHOUSING, STORAGE AND DISTRIBUTION USES

Planning permission will only be granted for new or expanded warehousing, storage and distribution uses if it is within an existing Key Employment Site. Development proposals for B8 uses at Key Employment Sites should demonstrate how they will:

- a) Enable the continued operation of employment generating uses at that site; and/ or
- b) Be brought forward as part of a wider agreed masterplan on sites specifically allocated for B8; and
- c) Be delivered in a way that does not result in an adverse impact on residential amenity resulting from an increase in vehicle movements, noise, or dust or smells etc.

Development proposals involving the loss of B8 floorspace (on any Key Employment Site) will need to demonstrate how they comply the loss of floorspace criteria set out in Policy E1.

In addition, planning permission will be granted for the loss of B8 uses (on any Key Employment Site) where it can be demonstrated that:

- d) The B8 use is not required to support the continued operation of any Key Employment Site.

COMMUNITY EMPLOYMENT AND PROCUREMENT PLANS

Policy context

- Oxford has a tight labour market with different sectors competing for jobs. Many people in Oxford are highly qualified, as reflected in the number of science and knowledge-based jobs in the city.
- This positive situation masks some of the challenges faced in Oxford; parts of the city contain large numbers of people with few to no qualifications, or who are working but on low earnings. There is an opportunity to support local people to access training, education and apprenticeships.
- Providing training opportunities locally can help support the local workforce to acquire appropriate skills and deliver access to a greater range of job opportunities for local people.
- Skills and training for the local workforce is important to support businesses to drive economic growth, productivity and services and deliver wider economic benefits, social value and well-being for all its citizens.

Policy implementation

- Community Employment and Procurement Plans have an important role to play in securing opportunities that arise from new development, both in the construction and operational phases of development.
- A Technical Advice Note (TAN) that expands on various aspects of the policy (including advice on how to prepare a CEPP, successful implementation and monitoring) will be produced to support delivery of the policy.
- The City Council is committed to working in partnership with businesses and key partners, such as Enterprise Oxfordshire, Oxford Strategic Partnership, to promote an 'inclusive economy'.

POLICY E3: COMMUNITY EMPLOYMENT AND PROCUREMENT PLANS

Planning permission will only be granted for proposals of 50 or more dwellings (or the number of rooms in student/ communal accommodation that equate to this when the relevant ratio is applied) or 5,000sqm (GIA) or more non-residential floorspace where they are supported by a Community Employment and Procurement Plan (CEPP). The CEPP must identify the opportunities that will be provided by the development to

support the inclusive economy, demonstrate the social value of the proposals and set out how they will be promoted and delivered. CEPPs will be expected to demonstrate consideration of all the following measures:

- a) Securing construction jobs for local residents;
- b) Providing construction apprenticeships and/or training opportunities for local residents;
- c) Linking with local schools and colleges;
- d) Securing jobs in the operational/ end-user phase for local residents;
- e) Procuring a proportion of on-going supply chain needs locally;
- f) Paying all employees (other than apprentices, although this is encouraged where possible) the Oxford Living Wage;
- g) Only using contractors who commit to paying the Oxford Living Wage
- h) Procuring a proportion of construction materials locally; and
- i) Delivery of affordable workspaces.

The City Council will usually use a legal agreement to secure these commitments in accordance with a site-specific CEPP.

Smaller developments (proposals for major development below the threshold for a CEPP) will be expected to provide a written statement in support of their planning application to show what job opportunities, and/or skills and training prospects can be delivered during the construction and or end-user phase of the development.

AFFORDABLE WORKSPACES

Policy context

- Due to the recent strength of the R&D market and associated rents, many SMEs and Social Enterprises are being priced out of the city or have experienced difficulties finding suitable affordable workspace.
- This has a detrimental impact on economic diversity, innovation opportunities and productivity the foundation of a robust economy.
- Providing affordable workspace would:
 - Enable a broader range of ‘foundational’ businesses to remain in, or locate to the city;
 - Bring more diversity to the city’s employment offer; and

- Support employment opportunities that would be otherwise unavailable;
 - Help local people start-up new businesses;
 - Support social and cultural enterprises; and
 - Promote social value
- Supporting the delivery of affordable workspaces at key locations across the city aligns with the vision for an ‘inclusive economy’, set out in the Oxford Economic Strategy, and the aims and objectives of the Oxfordshire Strategic Economic Plan, that relate to ‘productivity and the foundational economy’.

Policy implementation

- The policy:
 - identifies specific sites where the delivery of affordable workspace is anticipated; and
 - requires qualifying development proposals to produce an affordable workspace strategy
- Affordable workspaces should be delivered on-site and should be designed and fitted out to meet the needs of the sector for the future SME or Social Enterprise occupier (See glossary definition for more details).
- A Technical Advice Note (TAN) that expands on various aspects of the policy will be produced (including advice on how to prepare an affordable workspace strategy, implementation of the policy and monitoring) to support the delivery of the policy.

POLICY E4: AFFORDABLE WORKSPACES

Development proposals delivering a net gain of 5,000 sqm GIA or more employment generating uses (or flexible E-Class uses which could be used for employment generating uses) on the following sites are expected to produce an affordable workspace strategy:

- a) ARC Oxford
- b) Oxford Science Park
- c) Oxpens
- d) Osney Mead
- e) Nuffield Sites
- f) Kassam Stadium and Ozone Leisure Park
- g) Unipart
- h) Oxford North

- i) Red Barn Farm
- j) Botley Road Retail Park

Details of the size, marketing, servicing, management and how the space provided will meet end-user requirements, should be set out in an Affordable Workspace Strategy (AWS). The AWS should explain how the proposed provision helps to overcome market failures that would otherwise prevent beneficial workspace typologies (as identified in the glossary definition) from coming forward.

The City Council will usually use a legal agreement to secure these commitments in accordance with a site-specific AWS.

Affordable workspace that is brought forward in accordance with an agreed site-wide masterplan is encouraged.

HOTELS AND SHORT STAY ACCOMMODATION

Policy context

- According to [Experience Oxfordshire's Economic Impact Report 2024](#) there were more than 6.4million visitors to Oxford, which generated a total spend of more than £715mn. Tourism is a significant sector of Oxford's economy accounting for 13% of jobs in the city.
- Tourists and visitors to the city help support a wide range of facilities and attractions, such as theatres, cinemas and museums. However, more than 84% of visitors to Oxford spend less than 24 hours in the city, and these account for only 44% of the total visitor spend.
- Visitors to Oxford who stay overnight contribute significantly more to the visitor economy than those visiting for the day. The City Council therefore seeks to support the visitor economy by encouraging longer stays and higher spend in the city.
- Oxford has a good range of short stay accommodation.
- Accommodating significant numbers of day visits to Oxford can be challenging, particularly in the historic city core, where a dense network of streets and alleys exists dating back to Saxon and medieval times.

Policy implementation

- 'Tourism and hotel development' are 'main town centre uses' (Glossary, NPPF, Dec 2024) and as such, their future growth is subject to a 'sequential approach' that directs new development towards the city and district centres.
- One of the key priorities for the City Council is delivering new homes. As such, proposals for new (including changes of use), expanded and/ or refurbished existing hotel and short stay accommodation should not result in the loss of residential dwellings.
- The Hotel and Short Stay Accommodation Study (2023) recognises that smaller existing tourism and short stay accommodation can be more prone to financial difficulties. As such, it includes a recommendation that smaller hotel and short stay accommodation (less than 10 bedrooms) should be allowed to change use to residential without the need to produce evidence to demonstrate non-viability.

POLICY E5: HOTEL AND SHORT STAY ACCOMMODATION

Planning permission will only be granted for new hotel and short stay accommodation (including changes of use) in the following locations:

- a) In the city centre;
- b) In district centres;
- c) On sites allocated for that purpose; and
- d) On Oxford's main arterial roads where there is frequent and direct public transport to the city centre.

Planning permission will only be granted for new hotel and short stay accommodation (including changes of use) or for the expansion and/ or refurbishment of existing accommodation where it meets the following criteria:

- e) It is acceptable in terms of access, parking, highway safety, traffic generation, pedestrian and cycle movements; and
- f) It does not result in the net loss of a residential dwelling(s) as set out in Policy H6; and
- g) It will not result in an unacceptable level of noise and/or disturbance to nearby residents.

Planning permission will only be granted for the change of use from hotel and short stay accommodation when any of the following criteria are met:

- h) The existing property has less than 10 bedrooms and is proposed to be changed to residential use.
- i) Where an existing property has 10 or more bedrooms, and is located within the city centre, a district centre, or on a main arterial road, and it has been demonstrated through the submission of robust evidence that it is no longer viable in that use;
- j) A property is unsuitable for the use, as demonstrated by being contrary to the location requirements or any of criteria a-c above.

CHAPTER FOUR

A GREEN BIODIVERSE CITY THAT IS RESILIENT TO CLIMATE CHANGE

INTRODUCTION

This chapter seeks to ensure that new development is adapted to climate change and does not impede Oxford's future resilience to climate change threats. The first part of the chapter sets out policies for protecting and enhancing a network of green and blue spaces across our city for the multitude of benefits they provide. The second part provides for biodiversity, protected species and habitats. The third part includes policies addressing flood risk and managing drainage, as well as mitigating various risks from the changing climate through climate-resilient design, such as that of overheating.

GREEN AND BLUE INFRASTRUCTURE NETWORK

A key feature that contributes to the special character of Oxford is its close relationship with the natural environment that encircles and permeates the city. These include: green spaces (from parks to flood plains and sites of nature conservation), some 248,000 trees and blue infrastructure (the rivers Thames and Cherwell, the Oxford Canal and smaller waterways between them). Collectively these green and blue features are referred to as the green infrastructure network. This green infrastructure network performs a vital role in supporting the health and wellbeing of our residents and the wider environment. They are particularly important for the 'multi-functional' role many of them provide (Table 4.1).




 Environmental
<ul style="list-style-type: none"> • Supports and provides biodiversity (which underpins healthy and resilient ecosystems) and species movement/dispersal including through providing habitat, wildlife corridors and stepping-stones. • Provides climate change mitigation and adaption e.g., through providing flood and soil erosion protection, carbon sequestration and storage, and urban cooling. • Improves air and water quality (pollution absorption and removal). • Enables food production and supports pollination. • Supports and creates attractive and sustainable places and landscapes i.e., quality placemaking.
 Social/health and wellbeing
<ul style="list-style-type: none"> • Provides opportunities for outdoor recreation, exercise, play and access to nature. • Provides attractive and safe spaces for people to enjoy and improve social contacts – a key component of 'liveable' towns and cities where people want to live. • Supports the development of skills and capabilities. • Improves air and water quality, provides urban cooling and shade, reduces noise pollution. • Provides green active travel routes.
 Economic
<ul style="list-style-type: none"> • Provides attractive places to live and work, attracting inward investment and tourism. • Increased land and property values. • Supports sustainable homes and communities e.g., through providing local food and building materials, encouraging low carbon lifestyles e.g., through well connected and attractive walking and cycling routes. • Provides health and wellbeing benefits that result in avoided healthcare costs. • Provides local food, energy, and timber production. • Climate change mitigation and adaption.

Table 4.1: The various benefits that green infrastructure can provide to an area

PROTECTION OF THE GREEN INFRASTRUCTURE NETWORK

Policy context

- Oxford's constrained nature means there are competing pressures for land which can put open spaces and other green features under threat. Oxford currently has not got a surplus of sports pitches or allotments. Losses of green space can fragment the network and harm the wider functioning it provides, for example to climate change mitigation, biodiversity, and wellbeing. For all these reasons, no green space identified as part of the Green Infrastructure Network is considered surplus, and their loss without reprovion is not permitted.
- Whilst some of the benefits or functions spaces in the network provide can, if needed, be replaced and/or reprovided to other areas, some are intrinsic to the location and are important to retain in situ, such as providing flood storage; supporting rare habitat and species; or retaining important heritage and history.
- The connections between the features in the network is also of great importance, acting as movement corridors for both people and nature. Blue infrastructure like the rivers and their embankments being particularly valuable in this role.
- Many private spaces also play an important role in the GI network e.g. sports pitches, private gardens and non-domestic spaces. These can provide valuable opportunities for recreation, private amenity and socialising, host a range of green and blue features, as well as making an important contribution to the fabric of the urban realm.

- The city centre has a deficit of high-quality, accessible playgrounds and the City Council will welcome applications that seek to resolve or contribute to the resolving of this deficit.
- The network is also enhanced by a number of individual features that support the GI network and provide localised benefits to amenity and biodiversity, such as trees and hedgerows, ponds, smaller streams, green roofs and walls, wild patches of vegetation, private gardens and other spaces.
- Of particular value are ancient woodland, ancient/veteran trees and important hedgerows (as defined by the Hedgerow Regulations 1997), which are assigned a high level of protection through national policy. A small proportion of trees benefit from Tree Preservation Orders (TPOs), or protection through conservation areas, but this is not the only determiner of quality/importance and others may be of a similar or higher quality with varied contributions to the area (e.g. supporting amenity, biodiversity, or as setting of heritage assets).

Policy implementation

- The following hierarchy of green spaces is used in the policy:
 - Core spaces – designated at highest level in hierarchy due to their fundamental role in supporting the city-wide network for reasons such as providing wildlife habitat and corridor functions, flood storage, intensity of use and strength of heritage or other local value. These benefits are typically intrinsic to their location, which means they are not easily reprovided elsewhere without compromising their character and/or function.
 - Supporting spaces – designated for their important role in enhancing the network and its overall function. Their loss will be resisted; however, there is more opportunity for reprovion. It is unlikely that any of these spaces could be found to be surplus, although it is accepted that there could be changes over time.
 - All other green spaces – these spaces also support the overall network, and often help to enhance the more urban areas of the city by breaking up the built environment with pockets of natural amenity, but are typically smaller and more fragmented, playing a reduced multi-functional role as a result.
- It should be noted that some types of spaces benefit from additional protections such as the designations for ecological sites (**Policy G6**) and Registered Parks and Gardens (**Policy HD3**). Applications proposed within Green Belt would be determined in accordance with national policy.
- Reprovion of green infrastructure that is harmed or lost to development is an important element of the policy, and the City Council will seek for this to be to

the same standard or higher, ideally onsite. This reprovion can be delivered quantitatively (like-for-like replacement) or qualitatively (enhancements that improve the functionality and quality of other areas - demonstrated via the Urban Greening Factor or similar methodology (**Policy G3**). Any features delivered as part of reprovion or as mitigation for losses should also be designed in accordance with the principles set out in **Policy G2**.

- There may also be additional considerations that would apply to applications that affect certain types of spaces in the supporting GI network, including how these might need to be 'reprovided'. These relate to the particular primary function a space is providing and will be of relevance when determining whether a site is 'surplus to requirements', but also in identifying the qualities and sensitivities essential to the function that would need to be addressed.
- Any strategy for a site where trees are present should consider their value in regard to the wide variety of benefits they can bring, making use of best practice criteria such as the BS.5837:2012 standards or future equivalent. Where losses are proposed, these will need to be justified, including demonstrating that options for retention have been explored, before resorting to mitigation.

POLICY G1: PROTECTION OF GREEN INFRASTRUCTURE

Green Infrastructure (GI) Network

The City Council will seek to protect the GI network for the many and varied benefits it offers. The GI network is made up of a number of green spaces. The hierarchy of GI spaces and the policy approach for each level of the hierarchy is as follows:

G1A: Core spaces

Planning permission will not be granted for development that would result in loss of, or harm to, the protected spaces identified as part of the Core GI Network. *These spaces are designated G1A on the policies map.*

G1B: Supporting spaces

Planning permission will only be granted for proposals which affect spaces identified a part of the Supporting GI Network where any harm/loss is mitigated by ensuring sufficient reprovion, ideally onsite, and to the same standard or higher. *These spaces are designated G1B on the policies map.*

G1C: All other green spaces

Planning permission will only be granted for proposals which affect all other green spaces where any impacts are mitigated by ensuring sufficient reprovion, ideally onsite, and to the same standard or higher, or if it can be demonstrated in the application that current provision is surplus to requirements.

Additional details to be submitted with proposals affecting G1B Supporting spaces

Proposals impacting the following types of open space will need to be accompanied by additional evidence that demonstrates consideration of the following:

- a) Outdoor sports including pitches:
 - i. The types of sports that the space provides for currently, whether this can be accommodated elsewhere without creating deficits in provision against demand, or whether alternative sports might better suit the local community; and
 - ii. With reference, where relevant, to the City Council's latest Playing Pitch Strategy, as well as engagement with Sports England and the City Council's Active Communities team.
- b) Parks, accessible greenspace and amenity greenspaces:
 - i. The role of the space in supporting people to socialize, take part in informal recreation (particularly where facilities like children/youth play and outdoor gym equipment are present), or as an escape from the urban environment; and
 - ii. With reference, where relevant, to an up-to-date green infrastructure/open space study, with particular attention to local need arising from existing deficits of these types of spaces or deprivation in the area.

Residential Garden Land

Planning permission will be granted for new dwellings on residential garden land provided that:

- c) The proposal responds to the character and appearance of the area, taking into account the views from streets, footpaths and the wider residential and public environment; and
- d) The plot to be developed is of an appropriate size and shape to accommodate the proposal, taking into account the scale, layout and spacing of existing and surrounding buildings, and the minimum requirements for living conditions set out in Policies HD11, HD12 and HD13; and
- e) Requirements are met for biodiversity as set out in Policy G4, greening factor as set out in Policy G3 as well as requirements for protection of existing green infrastructure features, as set out below.

Existing green infrastructure features

Planning permission will not be granted for development resulting in the loss or

deterioration of ancient woodland or ancient or veteran trees and important hedgerows except in wholly exceptional circumstances or there is a suitable compensation strategy in place.

- f) Planning permission will not be granted for development resulting in the loss or deterioration of other trees, unless it can be demonstrated that preservation of the trees is not feasible, by provision of evidence:
 - i. Of testing of practical alternative site layouts that might preserve the tree(s) where possible; and
 - ii. That loss or other impacts to any tree(s) on the site has been minimised where possible, and guided by BS.5837:2012 recommendations or its future equivalent;
- g) Where tree retention is not feasible, any loss of tree canopy cover should be compensated by the planting of new trees to provide additional tree cover (with consideration to the predicted future tree canopy on the site at 30 years following development) to achieve a minimum of no net-loss of tree canopy cover; and
- h) Where loss of trees cannot be compensated by tree planting, then alternative forms of green infrastructure should be incorporated that will mitigate the loss of trees, using the Urban Greening Factor (Policy G3) to demonstrate no reduction in GI score as a minimum.

Planning permission will not be granted for development that results in the loss of other green infrastructure features such as hedges or ponds where this would have a significant adverse impact upon public amenity or ecological interest. If it is demonstrated that their retention is not feasible, then their loss must be mitigated in accordance with other relevant policies, in particular Policy G3.

ENHANCEMENT AND PROVISION OF NEW GREEN AND BLUE FEATURES

Policy context

- Providing for high-quality green and blue infrastructure features on new development should be fundamental to the design process. New development can provide greening both through enhancing existing green/blue features on a site, as well as providing entirely new features and spaces and it is important to explore both avenues to maximise opportunities onsite. On more constrained

sites with limited opportunities for extensive new greening it is important that green infrastructure is planned carefully to deliver maximum benefit.

- It is important that public open space is of an adequate size to be usable in a variety of ways, so it is maintainable and does not seem like left over space. Therefore, only larger sites are required to provide new public open space as part of the development.
- Developing sensitively in proximity to the blue corridors can improve our connections with these areas and promote enhanced benefits for wildlife. Inappropriate development can have negative impacts like polluting the water environment and destroying freshwater habitats, as well as exacerbating flood risk.

Policy implementation

- New and enhanced green infrastructure needs to be thought about as early as possible in the conceptual and design stages alongside other elements of the development. It is important that design choices are guided by an understanding of local context and opportunities on the site as well as in the surrounding area (see Box 4.1).
- The policy sets out requirements for incorporating ecological buffer zones along watercourses and seeks to facilitate opportunities to re-naturalise spaces near watercourses. This could mean thinking about ways to reinstate embankments by removing artificial materials and ‘rewilding them’ which can create new spaces for nature and for people as well as other benefits like helping to mitigate flood risk.
- Larger developments are expected to include a proportion of the site as public open space with a mix of uses tailored to the needs of occupants and the local area, for example, a nature area, seating, a playground and kick-about area, or areas left aside for community food growing.
- It is important that the ongoing maintenance and management of green features is considered when they are designed into a scheme, for example, appropriate watering and pruning regimes. Suitable arrangements will depend on the types of features proposed and the particular context of the application, and there may also be ways to encourage community stewardship as part of this.
- Whilst this policy sets out general requirements for new green infrastructure, applicants may have to consider other more site-specific requirements for greening that may be outlined in specific site allocations, as well as what is needed to meet the Urban Greening Factor targets (**Policy G3**).

Box 4.1: Using local context to help inform design of green infrastructure onsite.

Wider considerations informed by local context and the opportunities onsite and in the surrounding area should inform choices about new greening as part of a development. In practice these considerations could include:

Tailoring types of open space to meet identified needs or deficiencies – by providing space for food growing where residents might not have access to private gardens or allotments in the local area, or incorporating play features for younger people including children and teenagers to help enhance the number of facilities that can be reached in walking distance.

Strengthening linkages between areas to enhance network connectivity – by incorporating linear features like lines of trees/hedges, creating new pockets of green space that can form ‘stepping stones’ between larger spaces, or taking opportunities to open up and enhance access to rivers and streams including their banks. Improving linkages across the network can be particularly beneficial for supporting biodiversity helping species to move across the city (particularly where these improve connectivity between ecological sites), but also in supporting active and sustainable transport for people.

Buffering sites from potential sources of disturbance – where the site is in proximity to busy roads that could cause noise or air pollution issues, green infrastructure such as trees and wild meadows has been used as a buffering feature to improve amenity for residents and reduce their exposure to ill effects. Green features can also help buffer sensitive habitat such as ecological sites or watercourses from disturbance that could be caused by the development itself.

Improving climate resilience and ‘greening the grey’ – taking opportunities on particularly urbanised sites, lacking green features and with an abundance of artificial surface cover to unseal surfaces and expose soils/natural vegetation where possible, as well as increasing canopy cover and incorporating features like green walls/roofs on buildings. These measures can help to slow and store surface water run off during heavy rainfall, as well as help cool urban realm and generally promote more climate resilient open spaces.

POLICY G2: ENHANCEMENT AND PROVISION OF NEW GREEN AND BLUE FEATURES

Planning permission will be granted for proposals that include a variety of green infrastructure features as a fundamental component in the design of new development. Where the site includes existing green and blue features, proposals should seek to enhance these, prioritising opportunities to improve linkages between features in order to strengthen connections with the wider green infrastructure network including beyond the boundaries of the site. Features should be highlighted clearly within the Design and Access Statement where required and/or on landscape/elevation plans, which should also include details of how the following requirements have been met where relevant.

In demonstrating that green infrastructure considerations have played a fundamental part of the design process, the selection of green and blue features, or enhancement of any existing features, should be tailored to the specific context of the site and surrounding area. The proposal should set out clearly how these features have been designed to secure multi-functional benefits which contribute to the following, where relevant:

- a) Public access;
- b) Health and wellbeing, including facilitating recreation and play for people of all age groups and abilities, particularly children and

- teenagers;
- c) Making space for nature and enhancing biodiversity;
- d) Where there is an opportunity to strengthen links between green spaces, particularly ecological sites, creating linkages with surrounding green infrastructure (e.g. by including lines of trees/hedges to support linkages);
- e) Addressing climate change (including carbon sequestration; reducing flood risk; providing sustainable drainage; reducing overheating and promoting urban cooling);
- f) Enhancing appearance and character/sense of place;
- g) Conserving and, where possible, enhancing the historic environment;
- h) Connectivity of walking and cycling routes, including potentially new public rights of way;
- i) Opportunities for edible planting or community food growing;
- j) Providing natural buffer features to mitigate impacts of air pollution or noise.

Opportunities to enhance blue corridors

For proposals on sites incorporating or located adjacent to watercourses, opportunities should be sought through careful design and landscaping to re-naturalise the water courses where possible, including restoration of the bankside and instream habitats. An ecological buffer zone of at least 10 metres with should be retained, or if it is not already in place it should be reinstated where possible.

New public open space

In situations where the proposal relates to replacement provision that is mitigating losses elsewhere, this will need to be demonstrated to be equally or more accessible for people of all ages and abilities by walking, cycling and public transport to local users of the existing site where relevant.

For residential sites of 1.5 hectares and above, new public open space should be provided that is equivalent to 10% of the overall site area. For mixed-use sites, the area of residential use should be used for that calculation.

Where new open space is provided, the type of provision should be tailored to address existing needs or deficiencies in access locally. For example, by providing space for food growing where residents might not have access to allotments in the local area or incorporating play features for younger people.

Maintenance/management arrangements

Appropriate maintenance/management plans should be organised as part of the design/construction process. Applicants will be required to replace any failed features for the first five years post-completion, unless agreed otherwise with the City Council, and this will be secured through planning condition. Where appropriate, applicants will be expected to enter into a legal agreement to ensure that any new public space is properly maintained, by means of a financial contribution to the City Council.

PROVISION OF NEW GREEN AND BLUE FEATURES – URBAN GREENING FACTOR

Policy context

- Overuse of artificial, impermeable surfacing materials like concrete, artificial lawns and tarmac can have a range of negative impacts for the environment and the people that go on to use these spaces. It seals away soils, leaves limited space for wildlife, increases surface run off (which can lead to flooding and pollution of watercourses), and exacerbates the ill effects of hot weather.
- Incorporating natural, green surface cover and other features on sites can secure multiple benefits for the development and the wider area (see Table 4.1), as well as helping to tackle many of the issues outlined above. It's therefore important that every new development in the city seeks to make use of natural surface cover wherever possible.
- The Urban Greening Factor (UGF) assessment helps quantify and deliver onsite greening as part of new development through use of weighted scores for different types of surface cover alongside set targets, with a particular focus on the naturalness of surface cover.

Policy implementation

- The policy sets out the minimum conditions for urban greening that major development will need to meet. This may involve raising the standard of green surface cover to meet the minimum targets set out, or ensuring no net loss in score (where the site is above the target already). Proposals for development on wholly greenfield sites are subject to higher requirements reflecting their greener starting point.
- Where no net loss in baseline score is technically infeasible for wholly greenfield sites, applicants will need to justify this, such as through evidencing testing of

different site layouts and will be expected to show how they have sought to minimise any reduction in baseline score. The highest quality features onsite should be retained in line with the requirements of **Policy G1**.

- The assessment process requires applicants to assess and quantify green infrastructure on their site prior to developing the area to establish a baseline for the site. This process is then repeated to assess the green infrastructure coverage which is proposed in the design of the new development to be provided post-development.
- Applicants have flexibility in how they meet the minimum conditions in the policy and these could be achieved through a mix of retaining or enhancing existing features, as well as providing new features.
- The UGF assigns weighted scores to different types of surface cover based upon the variety of environmental benefits that they offer (Figure 4.1). Higher quality types of provision benefit from a higher score. This means that understanding where these higher quality features are on the site and seeking to retain these, or providing more of them, will make achieving the minimum conditions easier.
- There is a shared objective with **Policy G4** on biodiversity net gain; however, the UGF assesses green surface cover more broadly and sets targets in order to secure a wider variety of benefits. Onsite habitat creation supporting BNG delivery will help to meet the UGF greening standards, and certain types of greening to meet the UGF requirements may also be able to support BNG requirements.
- The full UGF scoring matrix is set out in Appendix 4.1. Additional guidance on utilising the UGF is set out in the Technical Advice Note for Green Infrastructure and Biodiversity which should be referred to where appropriate.

POLICY G3: PROVISION OF NEW GREEN AND BLUE FEATURES – URBAN GREENING FACTOR

An appropriate proportion of natural green surface cover – which may be comprised of both existing and newly installed features – will need to be demonstrated on certain proposals (as set out below) and evidenced via submission of a completed Urban Greening Factor (UGF) assessment.

Applicants are expected to assess and submit the baseline score for the site pre-development, prior to any site clearance, as well as the proposal as-built/post-development. The as-built/post-development score required for development proposals will need to meet the following policy criteria:

Major development: proposals should demonstrate that there would be no

reduction in baseline score and achieve a minimum score of:

- a) 0.3 for residential or predominantly residential schemes
- b) 0.2 for predominantly non-residential schemes

Major development on wholly greenfield sites: proposals should demonstrate that there would be no reduction in baseline score, unless this can be demonstrated to be technically infeasible, and achieve a minimum score of:

- c) 0.4 for residential or predominantly residential schemes
- d) 0.3 for predominantly non-residential schemes

All other forms of development (such as minor development) are encouraged to demonstrate how they have undertaken greening of their site through use of the UGF assessment, though this is not mandatory.

Along with the submitted UGF assessment, all greening features proposed for the development and used in the calculation of the UGF score should be clearly demonstrated on associated landscaping/elevation plans in the application.

The adopted calculation formulae and the factors for various surface cover types are outlined in Appendix 4.1.

BIODIVERSITY AND THE ECOLOGICAL NETWORK

Oxford benefits from a concentration of rare and valuable habitats that are important refuges for a variety of flora and fauna, such as lowland hay meadows, calcareous grassland, alkaline spring fen (among other types of wetland) as well as pockets of woodland. Their ongoing protection is particularly important because many species and habitats across the country continue to experience significant losses due to a range of pressures including from changing land use, pollution and climate change. The city is also home to a variety of wildlife, including various protected species like hedgehogs, water voles, slow worms and swifts. The policies in this section have a more specific focus on supporting biodiversity whilst mitigating our impacts on existing species and habitats.

DELIVERING MANDATORY NET GAINS IN BIODIVERSITY

Policy context

- Under the Environment Act 2021, all new planning applications must deliver Biodiversity Net Gain (BNG) of 10% through strategic habitat retention, creation and enhancement as calculated using the DEFRA Statutory Biodiversity Metric. There are a few exemptions to this requirement, including householder applications and the de minimis rule.
- Where proposals have demonstrated that the full 10% BNG cannot be delivered onsite, the Statutory Biodiversity Metric allows for the remaining BNG requirements to be delivered offsite, or as a last resort, by purchasing statutory biodiversity credits. Where offsite solutions are pursued, and the further away these are delivered, the local benefits for nature recovery and people's experience of nature are generally reduced.
- The Oxfordshire Local Nature Recovery Strategy (LNRS) identifies strategic opportunities for nature recovery across the county, including areas that, with specific habitat delivery and enhancement, are expected to deliver the greatest benefits for biodiversity.

Policy implementation

- The 10% BNG target should be considered as the minimum, but the policy strongly encourages applicants to explore options for delivery of net gain that exceeds this wherever possible.
- The policy sets out that in the first instance biodiversity net gain should be delivered onsite. Where that is not feasible, it is important that offsite delivery is as close to the impacted site as possible and the policy sets out a hierarchy to guide offsite delivery.
- Where the LNRS identifies opportunities for specific habitat interventions on a development site, aligning habitat delivery and management with these will make it easier for proposals to meet, and even exceed, the required BNG target. This is due to the boost in biodiversity value applied within the Statutory Biodiversity Metric calculations for proposed habitat delivery which matches the LNRS. In practice, this means:
 - Locating habitat delivery (creation and enhancement) within the areas identified by the LNRS Map; and
 - Proposing habitat interventions which align with the LNRS specifications.
- There are strict requirements in the Statutory Biodiversity Gain guidance and metric governing the ways that losses of habitat can be mitigated which need to be considered. For example, requirements that habitats of certain distinctiveness or condition cannot be replaced with those of lower distinctiveness or condition.

<h2>POLICY G4: DELIVERING MANDATORY NET GAINS IN BIODIVERSITY</h2>

Planning permission will only be granted for development where it delivers a minimum of 10% biodiversity net gain, as measured by the latest version of the Statutory Biodiversity Metric, unless exempted by national legislation or guidance. This must be achieved in all modules of the Biodiversity Metric relevant to that development (e.g. habitat, hedgerow, and river units). Delivery that exceeds 10% net gain is strongly encouraged wherever possible.

A completed Statutory Biodiversity Metric spreadsheet must be submitted in support of planning applications. All metrics must be completed in line with the requirements set out in the relevant Statutory User Guide, Technical Supplement, Legislation, and best practice principles.

Applications are expected to prioritise the delivery of net gain onsite.

Where this is not feasible, delivery of off-site biodiversity enhancements will be expected to demonstrate accordance with the following hierarchy of preference:

- a) Land that is adjacent to the development site;
- b) Land in Oxford identified for its ecological potential within the Local Nature Recovery Strategy;
- c) Elsewhere within the Oxford boundary;
- d) Elsewhere within the Local Nature Recovery Strategy areas in wider Oxfordshire.

Where offsite measures are proposed, these should focus on delivering high-quality priority habitats. Any offsetting proposed in alternative locations will be considered on a case-by-case basis.

Where it is robustly justified that the above cannot be achieved, purchase of biodiversity units from habitat banks elsewhere or statutory credits may be accepted as a last resort.

Opportunities to deliver measures which align with those identified in the LNRS as part of any net gain provision should be prioritised, particularly where a proposal is located in an area identified in the LNRS, unless site constraints would make this unfeasible.

All onsite and offsite measures must be delivered through a biodiversity management and monitoring plan which must cover a period of at least 30 years in line with the national legislation requirements.

DELIVERING ONSITE ECOLOGICAL ENHANCEMENTS

Policy context

- The Biodiversity Net Gain requirements of the Environment Act focus specifically on habitat delivery, which is one important way of supporting biodiversity, but it does not address all the needs of the various species local to the city. It is equally important that we design measures into new development that go beyond pure habitat delivery in order to support flora and fauna through a range of other design measures.
- New development can also incorporate features which support different species in the city, such as by providing resources like food and shelter within the urban environment. Indeed, some species like swifts and bats rely on the urban environment as part of their lifecycle.
- Incorporating these ecological enhancements will be particularly important on sites where the development is exempt from mandatory biodiversity net gain, or where meeting biodiversity net gain requirements are not feasible onsite and these need to be provided offsite, to ensure that spaces are still created for nature on sites across the city.

Policy implementation

- The policy requires a certain number of ecological enhancements which scale up with the size of application. The enhancements which can be chosen from have been identified because they would be particularly well-suited to the local context of the city and the types of species prevalent in the area.
- The number of enhancements should be selected from each of three 'pots', as set out in Figure 4.2.

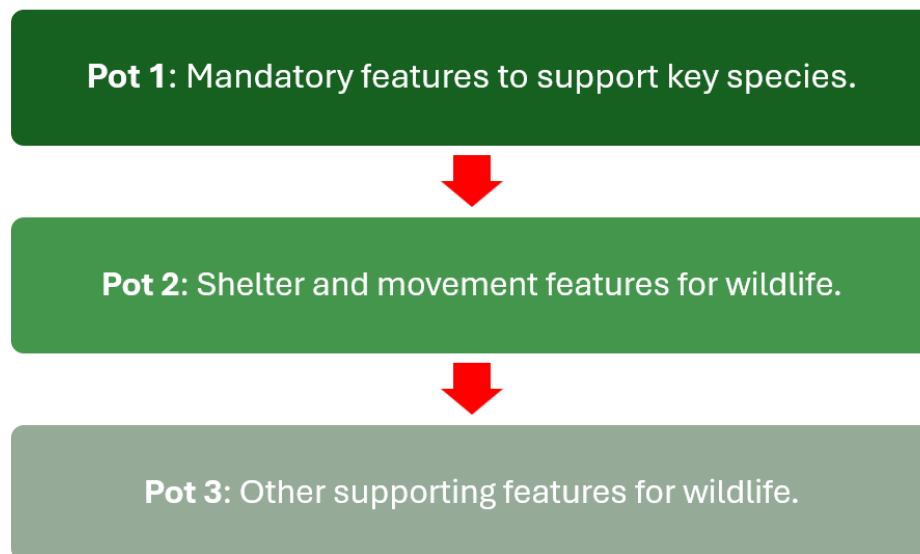


Figure 4.2: The three pots of ecological enhancements that should be selected from.

- The list of enhancements that can be selected from is set out in Appendix 4.2, any subsequent versions will be published within the Green Infrastructure and Biodiversity [Technical Advice Note](#).

POLICY G5: DELIVERING ONSITE ECOLOGICAL ENHANCEMENTS

Development proposals should seek to incorporate ecological enhancements into landscaping or building facades/roof spaces which are tailored to the priority habitats and protected species present within the site and surrounding area. Opportunities to create, expand, enhance or link ecological networks are particularly encouraged.

All new development must deliver a minimum number of ecological enhancements selected from the City Council's Ecological Points List to achieve the required point total. The number of points required is as follows:

- Householder application** – all mandatory features from pot 1 (where applicable);
- Minor development application** – all mandatory features from pot 1 (where applicable); PLUS 1 feature from pot 2; PLUS 1 feature from pot 3;
- Major development application** – all mandatory features from pot 1 (where applicable); PLUS 2 features from pot 2; PLUS 2 features from pot 3.

Seeking advice from a suitably qualified ecologist on the ecological enhancements selected is encouraged. The chosen measure(s) will need to be

clearly highlighted on landscape and elevation plans and/or within the design and access statement.

In addition, all new tree and soft landscaping must incorporate an element of native planting, and where non-native planting is proposed this should comprise species beneficial to UK pollinators and/or chosen to be well-adapted to future changes in climate. Proposals incorporating invasive plant species will be refused.

All maintenance and management requirements of the proposed enhancements must be specified within planning applications and secured via planning conditions.

PROTECTING OXFORD'S BIODIVERSITY INCLUDING THE ECOLOGICAL NETWORK

Policy context

- Oxford has a range of habitats and ecological sites, many benefit from levels of designation including:
 - International designations – the Oxford Meadows Special Area of Conservation (SAC), part of which is within Oxford's boundary and that contains certain habitats and species recognised for their importance across Europe,
 - National designations – these include the 12 Sites of Special Scientific Interest (SSSIs), eight of which were notified for their nature conservation interest and the others primarily for geological interest.
 - Local designations – including Local Wildlife Sites (LWS); Local Nature Reserves (LNR) and Oxford City Wildlife Sites (OCWS) which have been designated for their county or city-wide importance.
- Outside of the designated sites there are also many areas that support habitats and species of principal importance (this is a wider selection of priority habitats and species listed under S41 of the Natural Environmental and Rural Communities Act, 2006, some of which are protected under other legislation and some not).
- A number of sites in the city are particularly reliant upon specific hydrological conditions, which means that they are potentially vulnerable to changes in hydrology that could arise from development. For example:

- Oxford Meadows SAC is potentially sensitive to changes in recharge, flows and quality of groundwater stemming from development on the North Oxford gravel terrace.
- New Marston Meadows, Iffley Meadows, and Lye Valley SSSIs are sensitive to changes in flows and quantities and quality of surface and/or groundwater within their catchment areas.
- A Habitat Regulations Assessment (HRA) has been produced to support the Local Plan 2045. This assesses the level of development proposed through the plan both 'alone' and 'in-combination' with other relevant plans and projects against the relevant conservation objectives for the Oxford Meadows SAC. The HRA includes a Stage 1 Screening, and a Stage 2 Appropriate Assessment which proposes mitigation measures to ensure there are no likely significant effects, either alone or in-combination, on the integrity of Oxford Meadows SAC.

Policy implementation

- It is vital that existing biodiversity and features of ecological interest which could be impacted by a development are well understood and that impacts are avoided and/or mitigated. This includes features being directly impacted on a site as well as those which could be adversely affected by adjacent development. Where there is a reasonable likelihood of harm or loss to protected species or natural/semi-natural habitats, targeted ecological surveys must be undertaken prior to the determination of any planning application. The extent and scale of survey effort must be informed by the context of the site and appropriate ecological expertise.
- The mitigation hierarchy needs to be followed. This requires applicants to seek to avoid any potential impacts in the first instance through careful design/ construction choice before tailoring the proposal to mitigate impacts. Only once the first two steps in the hierarchy have been exhausted should compensation measures be considered.
- This policy supplements the protections assigned to the designated ecological sites through their 'core' designation under **Policy G1** by setting out additional considerations tailored to the particular ecological importance for which they have been designated. These considerations will often apply to a wider area, taking into account impacts from development such as pollution or changes to the environment which could ultimately bring about adverse effects to the designated sites themselves. Applicants are strongly encouraged to work with ecology experts to determine relevant considerations.
- New development immediately adjacent to Oxford's SSSIs, will be expected to incorporate appropriate buffers that protect these sensitive areas during the construction and operational phases and ultimately deliver additional

supporting habitat. The design of these buffers will need to be guided by the ecological context of the sites.

- The policy outlines particular considerations around impacts on surface and/or groundwater in relation to Oxford Meadows SAC, the Lye Valley and New Marston Meadows SSSI's. Proposals may need to consider impacts on water quality, as well as disruptions to the flows and quantities of water to these sites. The City Council has published additional guidance in relation to the Lye Valley that applicants should refer to where applicable.
- More advice is set out in the Green Infrastructure and Biodiversity [Technical Advice Note](#), whilst Oxfordshire County Council has also provided [biodiversity guidance](#) to assist applicants.

POLICY G6: PROTECTING OXFORD'S BIODIVERSITY INCLUDING THE ECOLOGICAL NETWORK

Development proposals should seek to conserve and enhance biodiversity including safeguarding the key sites of Oxford's ecological network.

Proposals with a reasonable likelihood of adversely impacting natural and/or semi-natural habitats, or protected species, on or immediately adjacent to the site, will only be permitted where they have been informed by targeted ecological surveys, completed prior to determination of the planning application, unless explicitly agreed with the City Council, and any impacts identified have been satisfactorily addressed in the design of the development in accordance with the mitigation hierarchy.

Internationally and nationally designated sites and irreplaceable habitats

When determining planning applications potentially causing significant harm to biodiversity, then the approach set out in Paragraphs 193-195 of the NPPF (or the equivalent in any update) will be applied.

To ensure no likely significant effects on the Oxford Meadows SAC, proposals identified in an area identified as having potential hydrological connectivity with the Oxford Meadows SAC that:

- a) May negatively affect groundwater recharge and/or water quality must demonstrate that likely significant effects have been avoided, or mitigated where relevant through use of appropriate measures including incorporation of SuDS.
- b) May negatively affect groundwater flow (subterranean development) must include a hydrogeological investigation, which must demonstrate that likely significant effects have been avoided, or mitigated where relevant.

Within the ground and/or surface water catchment areas for the Lye Valley, Iffley Meadows and New Marston Meadows SSSI's, development which could have negative hydrological impacts in relation to surface and/or groundwater will need to demonstrate that these have been avoided, or mitigated where relevant, through use of appropriate measures such as infiltration methods (where geological conditions allow) and careful design of below ground works.

Development proposed on land immediately adjacent to any SSSI must be designed with a buffer to that site that both helps to prevent adverse effects during the construction and operational phases of the development and delivers habitat supporting the interest features of that site.

Locally designated sites

Development that would have an adverse effect on a Local Nature Reserve (LNR), Local Wildlife Site (LWS) or Oxford City Wildlife Site (OCWS) will only be permitted where:

- c) There is an exceptional need for the new development that outweighs any adverse effect from loss of habitat or harm to any feature of interest for which the site was selected, and this need cannot be met by development on an alternative site with less biodiversity interest; and
- d) Satisfactory mitigation and compensation onsite or sufficiently local to preserve the feature of interest can be delivered and has been agreed with the City Council.

The same level of protection will be afforded to proposed LWS and proposed OCWS as to designated ones (prior to the conclusion of the selection process).

Where proposals result in habitat loss within a LNR or LWS, they must retain and enhance the interest features for which the site was selected.

Other features of interest

Development should seek to retain and enhance habitats and species of principal importance for biodiversity wherever possible.

Determining adverse effects

In determining the potential for adverse effects on ecology from a development, including where this relates to designated sites, applicants will need to demonstrate that they have considered information from various sources where relevant, including the site context and surrounding area; expert ecological advice, applicable City Council Technical Advice Notes, as well as a review of relevant

existing information where available, such as Natural England's Impact Risk Zones (IRZs). A range of potential impacts will need to be considered and will depend on the context of the application and proximity to any protected site(s), particularly, but not limited to:

- Loss of protected land;
- Recreational impacts;
- Impacts on air quality;
- Impacts on water quality;
- Impacts from artificial lighting;
- Changes to the hydrological regime (particularly surface and/or groundwater).

CLIMATE RESILIENT DESIGN

Oxford is already at risk from climate change and this will increase in future. In particular:

- A significant amount of the city lies within areas of higher flood risk from various sources. Climate change is likely to bring wetter winters, and more intense rainfall events that could exacerbate flood risk from various sources like rivers, surface water and the sewers with impacts for people's health as well as economic costs through damage to properties and businesses.
- People and the wider environment are also at risk from overheating and heat stress, particularly for those living in poorer quality accommodation or located in areas that are heavily urbanised due to artificial surface cover locking in heat and exacerbating the urban heat island effect. Climate change is expected to bring about hotter, drier summers and more heat wave events which will increase these risks but also have impacts for the water resources we rely on and that support many habitats and species.
- The risks from climate change are not equal for everyone. The impacts are often exacerbated for those communities who are more economically deprived, or vulnerable due to other characteristics such as age, living with health issues or living in poorer quality accommodation.

The way we design and construct the built environment has a key role to play in reducing the risks of climate change for people and the environment, enabling us to better withstand the impacts when hazards arise and to recover more quickly. Many resilience building measures, also referred to as climate change adaptations, have additional benefits for health and wellbeing and should be considered simply as good design.

FLOOD RISK AND FLOOD RISK ASSESSMENTS (FRAS)

Policy context

- National policy on planning for and mitigating flood risk is already very strong, but there is a need to consider this in the local context of Oxford. Much of the new development comes forward on previously developed land and a significant amount of the city lies within areas of higher flood risk according to EA mapping (updated March 2025) and the City Council's latest Strategic Flood Risk Assessment (November 2025). In this context a bespoke approach to Flood Zone 3b is included in the policy, whilst ensuring that the flood risk vulnerability classification will not be increased on any site.
- The sequential approach means development should first be on areas of lowest flood risk from all sources and only located in areas of higher risk if it can be shown, through the sequential test, that sites are not available in areas of lower flood risk. In those circumstances, the exceptions test applies, proposals must be able to demonstrate that wider sustainability benefits to the community that outweigh the flood risk would result, and they should be safe for its lifetime, without increasing flood risk elsewhere (and reducing it where possible).
- Where development is in an area of flood risk it is important it is safe. To help achieve this, finished floor level should be above the 'design floor level' which is the maximum estimated water level during a flood event, including with a climate change allowance.
- Work to deliver the Oxford Flood Alleviation Scheme, led by the Environment Agency, is likely to commence within the plan period. This will reduce flood risk from the River Thames to existing businesses, residential properties, major roads and the railway in the Botley Road and Abingdon Road areas, however, it will not remove risk entirely.
- Open watercourses provide a multitude of benefits and culverting them would reduce their biodiversity value as well as lead to a loss of natural flood management features.

Policy implementation

- A first step in a methodical approach to addressing flood risk is to assess the potential for flood hazards from all relevant sources , as well as any impacts the development could have on flood risk offsite.
- The second step is to design development in a way which seeks to avoid highest risks, e.g. locating the most vulnerable uses in areas of lowest risk.

- Thirdly, once avoidance has been fully explored, mitigation measures will be required, these could include:
 - flood resistance measures (dry-proofing) e.g. barriers or raised floor levels to keep water out at times of flood;
 - flood resilience measures (wet-proofing) - using materials that can quickly dry out, helping buildings to be habitable again quickly;
 - Sustainable Drainage Systems (SuDS) to reduce surface water run off by slowing and storing water (see **Policy G8**); and
 - flood compensation measures e.g. creating new flood storage to mitigate any loss of storage through development.
- Finally, there is likely to be an element of residual risk e.g. flood defences can fail or be overrun by exceptional flood events. Managing this remaining risk could involve providing the emergency services with appropriate access/egress routes during flooding as set out in the Environment Agency’s best practice guidance (<https://www.gov.uk/guidance/flood-risk-assessment-standing-advice>), providing occupants access to early warning systems and safe evacuation plans.
- Extensions are a common form of development, and whilst these may have limited flood risk implications in isolation, their frequency of occurrence does have potential for cumulative impacts resulting in increased flood risk as flood storage areas are lost to development. However, it is acknowledged that the limited scope of some extensions can make achieving the full requirements challenging – thus the policy sets out a pragmatic approach to the requirements supporting such applications.

POLICY G7: FLOOD RISK AND FLOOD RISK ASSESSMENTS (FRAS)

Planning permission will only be granted where proposals have considered the potential for flooding from all sources including the impacts of climate change for the expected lifetime of the development, as well as the potential for them increasing flood risk elsewhere, the safety of users of the development, and where they have appropriately addressed any flood risks identified.

Planning applications for development (including minor householder extensions and changes of use to houses in multiple occupation (HMO)) must be accompanied by a Site-Specific Flood Risk Assessment (FRA) when proposed in the following locations:

- Within Flood Zones 2 or 3;
- Within Flood Zone 1 with a site area of 1 hectare or more;
- Within ‘Flood Zones plus Climate Change’;
- Within Flood Zone 1 and the most recent flood map for planning shows it

is at risk of flooding from surface water;

- e) Within Flood Zone 1 where the LPA's strategic flood risk assessment (SFRA) shows it will be at increased risk of flooding during its lifetime;
- f) On sites that increases the vulnerability classification and may be subject to sources of flooding other than rivers or sea.

The FRA must be undertaken in accordance with up-to-date flood data, national and local guidance on flooding and must assess and mitigate flooding from all sources including the impacts of climate change now and in the future.

Planning permission will only be granted in areas of higher flood risk (depending on the vulnerability of the development and as set out in the NPPF) where a sequential approach has been taken to locating the development and where the Sequential Test and the Exception Test (where necessary according to national policy and supporting guidance) have been passed, and the FRA demonstrates that for the lifetime of the development and including the impacts of climate change:

- g) The proposed development will not increase flood risk offsite; and
- h) Future occupants will be safe during times of flood; and
- i) Safe access and egress in the event of a flood can be provided; and
- j) Details of the necessary mitigation measures to be implemented have been provided; and
- k) The proposed development will not impact on delivery of future flood relief measures, and where possible will reduce flood risk.

For minor extensions (including householder development) proposed within Flood Zone 2 and 3a, or at risk from other sources of flooding, it is acknowledged it may be challenging to meet all the requirements above.

Proposals will be expected to minimise risk to occupants and the surrounding area by following the below hierarchy of principles in order of preference, demonstrating robust justification where the top levels in the hierarchy cannot be met:

- l) Full requirements of an FRA (as above) ;
- m) Finished floor levels above design flood level with compensation;
- n) Finished floor levels above design flood level ;
- o) Finished floor levels at existing level, with water exclusion up to at least 300mm above the design flood level;
- p) Finished floor levels at existing level with a water resilient strategy up to at least 300mm above the design flood level (unless the development

cannot be made safe).

Planning permission will not be granted for development in Flood zone 3b (including minor household development) except where it is for water-compatible uses or essential infrastructure; or where it is on previously developed land and includes a high standard of mitigation designed to demonstrably decrease flood risk on and off-site compared with the current situation. All the following criteria must also be met:

- q) It will not lead to a net increase in the built footprint of the existing building within Flood Zone 3b and where possible will lead to a decrease; and
- r) It will utilise a sequential approach to move development to lower risk areas within the site; and
- s) It will not lead to a reduction in flood storage (using flood compensation measures) and where possible will increase flood storage; and
- t) It will not lead to an increased risk of flooding elsewhere; and
- u) It will not put the development or any future occupants at risk, including in relation to ensuring safe access/egress to an area wholly outside the flood event; and
- v) It will not result in an increase in flood risk vulnerability classification or an increase in the number of dwellings.

Proposals for basement accommodation within flood zone 2 or 3 will not be permitted due to the unacceptable additional risks associated with this type of accommodation. Where proposals for construction of new basements are at risk of other sources of flooding (i.e. groundwater, surface water, or sewer flooding), it must be demonstrated that flood risk can be managed safely.

For any proposal including subterranean (such as basements or piling), it must be demonstrated through a hydrogeological assessment that the development will not cause adverse effects on groundwater (i.e. by not blocking groundwater flow).

Applications that propose culverting of open watercourses will not be permitted. De-culverting of existing culverts is encouraged wherever possible.

SUSTAINABLE DRAINAGE SYSTEMS (SUDS)

Policy context

- Sustainable Drainage Systems (SuDS) use techniques and features which are designed to manage the flow of rainwater in a way that mimics the natural landscape. They are increasingly important in the context of climate change, building the resilience of our urban areas to flooding during times of intense and heavy rainfall events.
- SuDS can also provide a multitude of additional benefits, including providing open space for recreation, habitats to support wildlife and adaptation to other climate hazards such as overheating.

Policy implementation

- SuDS need to be considered as early as possible in the conceptual and design stages and may include water conservation (e.g. rainwater collection and storage) as well as surface water drainage (e.g. soakaways, porous surfaces, swales, streams and balancing ponds).
- SuDS should be designed in a way that incorporates reuse, infiltration, retention or conveyance methods which utilise natural, green and blue infrastructure including soft landscaping, green roofs and ponds.
- Unnatural, artificial components such as piped systems or underground attenuation tanks will rarely be considered an acceptable approach.
- The context of the site and any previous site uses should inform choice of SuDS, for example infiltration will be discouraged where there is site contamination.
- In order to ensure that the drainage scheme functions effectively as designed in perpetuity, a SuDS maintenance plan will be required to be submitted alongside any planning application including SuDS. This should demonstrate how the SuDS will be managed and remain effective for the lifetime of the development.

POLICY G8: SUSTAINABLE DRAINAGE SYSTEMS (SUDS)

All development proposals will be required where feasible to manage surface water through Sustainable Drainage Systems (SuDS). Details of the SuDS must be submitted as part of a drainage strategy or FRA where required as part of a planning application submission, and must be submitted prior to determination unless agreed otherwise by the LPA.

SuDS should be designed in a way that incorporates reuse, infiltration, retention or conveyance methods which utilise natural, green and blue infrastructure rather than unnatural, artificial components. Below ground features such as pipe systems or underground attenuation tanks will not be permitted, unless exceptional site conditions justify an alternative approach which has been agreed with the City Council. Multi-functionality of SuDS should be maximised in

their design, such as where they are incorporated into public open space.

Where a site has potential for contamination, SuDS that rely on infiltration will be discouraged and other suitable methods should be adopted to protect the water environment unless it can be demonstrated that there will be no pathway of contamination. Infiltration SuDS measures would not be encouraged in areas that have shallow groundwater as these measures would not be suitable.

Surface water runoff should be managed to greenfield run-off rates as close to its source as possible, in line with the following drainage hierarchy:

- a) Store rainwater for later use; then:
- b) Discharge into the ground (infiltration); then:
- c) Discharge to a surface water body; then:
- d) Discharge to a surface water sewer, highway drain or other drainage system; and finally:
- e) Discharge to a combined sewer (only in exceptional circumstances).

For minor developments, SuDS should be designed in accordance with the City Council's latest SuDS design standards, or any equivalent replacement document. For major developments, SuDS should be designed in accordance with the national standards for sustainable drainage systems (or any national or county-level standards that supersede them). Details of the SuDS must be submitted as part of a drainage strategy or FRA where required as part of a planning application submission, and must be submitted prior to determination unless agreed otherwise by the LPA.

A SuDS maintenance plan should be submitted alongside any planning application for minor or major development, demonstrating how SuDS will be managed and remain effective for the lifetime of the development. The plan must clearly explain what maintenance measures will take place, maintenance responsibilities for all relevant parties, how frequently they will occur and for how long and will be secured by condition.

RESILIENT DESIGN AND CONSTRUCTION

Policy context

- New development must be designed for the expected future climate as well as today's. Planning for the future climate will help avoid 'maladaptation', whereby inefficient design results in inappropriate development for future climate and the increased risks for occupants.

- Resilience measures can be designed into a development from the start—helping to reduce the impacts of hazards like heat waves and flooding when they occur, but also supporting swifter recovery afterwards. They can be varied, involving simple design solutions like raising plug sockets so that they are less likely to get inundated during a flood, or incorporating overhangs on windows to reduce solar gain during the height of summer whilst allowing light in fully during winter.
- Green infrastructure can help slow down and store surface water during heavy rainfall, reducing risks of surface water flooding. Vegetation can also have a cooling effect by introducing shade to buildings and people and reducing solar gain, as well as through processes like evapotranspiration.
- The requirements in this policy can also support applicants in ensuring that their development aligns with some of the separate requirements of Building Regulations. For example, Part O, which addresses overheating, requires more stringent consideration of factors that influence a building’s thermal performance such as the design/ layout of windows. Considering these issues at the design stage and as part of the planning process can help reduce the potential for conflicts with the standards required by Building Control.

Policy implementation

- The design and access statement should clearly set out how the requirements within the policy’s checklist have been addressed (or identify where these are not relevant). Where a design and access statement is not required, the proposal should clearly set out in one place how the requirements have been met in another part of the application (e.g. in the planning statement).
- Applicants are encouraged to incorporate design measures that have multi-functional benefits and can refer to the same design features where they meet the requirements of multiple parts of the checklist.
- In providing evidence of compliance with this policy, reference can be made to supporting documentation for other policies where relevant (e.g. FRAs for Policy G7, urban greening factor for Policy G3), rather than duplicating it. However, the proposal will need to explicitly identify how a proposed measure put forward in response to the checklist adapts or builds resilience to the existing and future climate change risks.

POLICY G9: RESILIENT DESIGN AND CONSTRUCTION

Planning permission will be granted where proposals have been designed with regard to most up-to-date climate change projections, suitably addressing the key risks from changing climate on occupants; the development; and any
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supporting infrastructure for its lifetime.

All proposals, excluding householder applications, unless this is required as part of other policies in the Local Plan, will be expected to demonstrate (which could be as part of the Design and Access Statement) that the following resilience requirements are incorporated into the design:

- a) Relevant future climate scenarios have informed approaches to mitigating the risk of overheating, flooding (from all relevant sources), and storm extremes for the lifetime of the proposed development.;
- b) A cooling strategy to address risks of overheating This should consider both internal and external environments, with temperature management and shading of outdoor spaces, and which and promotes passive cooling and energy efficient measures of buildings in the first instance (in line with requirements of Policy R1);
- c) Measures to manage water run-off and, where the site is at risk of flooding now or in future, measures to reduce flood risk, such as flood resistance measures (e.g. dry-proofing to keep water out) and resilience measures (e.g. wet-proofing to allow continued function during, or quick recovery after flooding);
- d) Measures to ensure water is used prudently and that water is conserved, including that dwellings meet the water consumption limits (in line with requirements of Policy R5);
- e) Supporting infrastructure which is designed to function in extreme weather conditions.

CHAPTER FIVE

A CITY THAT UTILISES ITS RESOURCES WITH CARE, PROTECTS THE AIR, WATER AND SOIL AND AIMS FOR NET ZERO CARBON

INTRODUCTION

This chapter addresses additional elements of environmental protection. The first part of the chapter sets out policies which seek to ensure new development does not further exacerbate climate change through additional carbon dioxide emissions – sometimes referred to as climate change mitigation. The second part then deals with protection of various natural resources and ensuring that the development process mitigates its impact on the wider environment.

AIMING FOR NET ZERO CARBON EMISSIONS

The first three policies of this chapter address different dimensions of carbon reduction in the design process, which are important for mitigating our impacts on climate change. The Climate Change Act requires that the UK achieves net zero carbon emissions by the year 2050 and Oxford has set itself a local target of being a net zero carbon by 2040. Oxford's 2040 Net Zero Action Plan identifies that the built environment is the main source of emissions in the city (primarily the reliance on fossil fuels for heating of buildings), followed by transport.

NET ZERO CARBON BUILDINGS IN OPERATION

Policy context

- The principles of the energy hierarchy will help with ensuring that buildings are net zero carbon in operation and as energy efficient as possible. The hierarchy, as set out in Figure 5.1, prioritises energy saving measures in the first instance, then ensuring that any energy demanding systems utilised in the building are as efficient as possible, and

finally, meeting energy needs through renewable sources (a key element of being net zero carbon in operation).

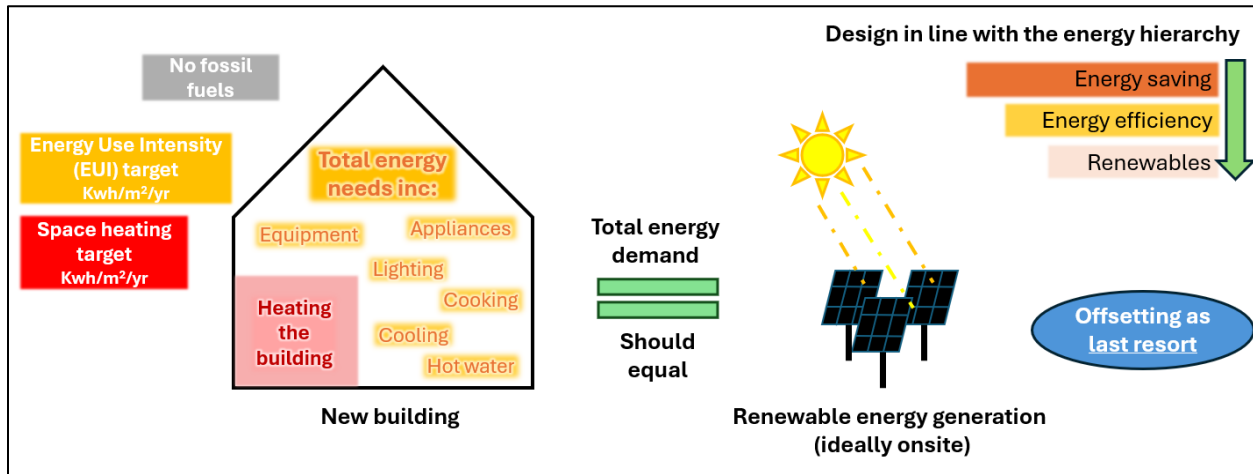


Figure 5.1: A net zero carbon building in operation will match energy needs through sufficient renewable energy generation.

- The energy saving step in the hierarchy favours a fabric-first approach, i.e. maximising the performance of the physical components that make up the ‘fabric’ of a building (e.g. by being well insulated). This has additional benefits further down the hierarchy, such as by reducing energy demand for heating/cooling and, in turn, the renewable energy generation needed to support the building’s operation.
- The development of local renewable energy projects will be especially welcomed where they are community owned or owned by non-profit making organisations.
- Net zero carbon and energy efficient buildings have additional benefits for the city and its residents, including reducing energy bills costs (helping with resilience to fuel poverty), supporting health and wellbeing of occupants, and reducing strains on the energy grid which is under increasing pressure as we transition away from fossil fuels.

Policy implementation

- Each building is likely to require a different mix of design solutions for energy efficiency. Some land uses and development typologies will inevitably struggle to achieve net zero carbon in operation through onsite solutions alone.
- The policy sets out performance standards for space heating, and overall energy use, which should not be exceeded. The targets are expressed as an Energy Use Intensity (EUI) figure, which is calculated by combining energy demands from all sources, then dividing by the gross internal floor area (m²). Total energy demand should be matched

through new renewable energy generation, ideally onsite, although these could be installed elsewhere in the city where sites are available.

- All energy calculations will need to be undertaken using an approved methodology. At the current time, the most appropriate methodology is considered to be the CIBSE TM54 methodology and the Energy and Carbon Technical Advice Note (TAN) expands on this with additional guidance. Use of an alternative methodology should be agreed with the City Council in advance.
- Certain non-residential uses with exceptionally high operational energy demands, including R&D/labs/hospitals can seek a higher Energy Use Intensity performance target. This will need to be justified through the Energy and Carbon Statement, including by setting out the measures that have been taken to reduce energy demand as much as possible, and the application will need to ensure compliance with all other elements of the policy.
- The policy is not prescriptive in terms of technology choices. For renewable energy generation, Oxford's constrained setting means that often solar mounted PV arrays will be particularly well suited. For heating, air source heat pumps can be effective, equally connecting into communal or district heating systems can also provide sustainable solutions, particularly where this harnesses waste heat. Combining renewables technologies with battery storage systems can further support efficiency.
- There may be circumstances where certain requirements may not be technically feasible onsite. As a last resort, an element of offsetting can help deliver on the aims of the policy. Before offsetting will be accepted, the applicant must robustly justify that the earlier steps in the energy hierarchy have been exhausted and onsite/offsite energy generation is not possible to meet the development's EUI figure. Only then, will payment be accepted into the City Council's offsetting fund to mitigate remaining energy use via retrofitting of buildings elsewhere in the city.
- Specific provisions are made in the policy for householder and change of use applications.
- A worked example of the key requirements for Policy R1 is set out in Appendix 5.1 and useful resources to refer to are set out in Appendix 5.2.

POLICY R1: NET ZERO BUILDINGS IN OPERATION

All new buildings should be net zero carbon in operation. This must be demonstrated through submission of an Energy and Carbon Statement that details how all the criteria below have been met:

- a) Developments have been designed in accordance with the energy hierarchy. Applications should demonstrate how design has methodically followed the

steps in the hierarchy, firstly through reducing energy use; using energy efficiently; and then, meeting all energy needs through renewables sources, ideally generated onsite, or else offsetting as a last resort.

- b) A total Energy Use Intensity (EUI) figure for the development has been provided, calculated using an approved methodology as set out in supporting text. Developments will not be permitted where they exceed the following Energy Use Intensity targets (unless demonstrated to be technically unfeasible):

- i. Residential: 45 kwh/m²/yr
- ii. Non-residential: 70 kwh/m²/yr
- iii. For non-residential uses with exceptionally high energy demands, including R&D/labs/hospitals, a higher EUI target will be accepted where it can be robustly justified, including the measures taken to limit this.

- c) Space heating demand is no more than 20 kwh/m²/yr. Emerging best practice suggests 15kwh/m²/yr will be achievable in many instances and achieving this tighter limit is encouraged.

- d) No fossil fuels are being directly utilised in the operation of the development (i.e. no gas used for heating and cooking).

- e) All energy needs (matching the development's total EUI figure) will be met through onsite renewable energy generating technologies in the first instance, accompanied by energy storage where possible. Where the total energy need cannot be met through onsite renewables, applicants should seek to maximise available capacity onsite, before seeking to meet the remaining energy balance through installation of sufficient additional renewable generation at a location offsite. In these circumstances, it will need to be demonstrated in the Energy and Carbon Statement that offsite provision has been fully secured and will be in operation upon completion of the development.

As a last resort, where the above steps have been fully explored and net zero carbon still cannot be fully delivered, offsetting may be accepted to mitigate any remaining energy demand that cannot be sourced renewably either onsite or through an identified offsite location. The City Council will accept payment into its offsetting fund to fully offset this remaining energy demand, and this will be secured through an appropriate legal agreement/S106.

- f) All new development must include information that specifies the approach to metering that will be adopted as well as proposed monitoring of the performance of the development to be undertaken post-completion (to ensure performance is in line with design specifications).

Householder applications are only expected to demonstrate accordance with criteria a). Proposals for conversions, and change of use (where they include works to the fabric of the building to facilitate this) that would require planning permission are only expected to demonstrate accordance with criteria a) and d), unless they would result in the creation of a self-contained dwelling or non-residential unit, in which case all criteria apply. Extensions are expected to comply with criteria a), b) and c) unless they would result in the creation of a self-contained dwelling or non-residential unit, in which case all criteria apply.

The development of low carbon energy centres and heat networks of varying scales will be supported where these can offer more sustainable heating choices and are in keeping with other policies in the Local Plan. Where development comes forward in areas with access to a heat network, now or in the future, connection into the network should be considered as part of the design process, particularly if this offers more sustainable means of heating/powering the building.

The City Council will expect that, having worked through requirements a) to f), Energy and Carbon Statements demonstrate compliance with the above criteria; however, a case for anything short of full compliance will be expected to be clearly justified as follows:

- g) Full details of where a criterion cannot be met will be provided and justified within the Energy and Carbon Statement with explanation of the reasonable attempts to meet it provided; and
- h) Clarification that all other criteria are met or exceeded; and
- i) The proposal is overall net zero carbon in operation (meaning no reliance on fossil fuels and including use of offsetting only as a last resort).

EMBODIED CARBON IN CONSTRUCTION

Policy context

- Embodied carbon includes both the upfront carbon dioxide emitted during the construction process, as well as carbon dioxide emitted throughout the various life stages of a building (Figure 5.2).
- Carbon dioxide can be emitted as a consequence of various design choices and construction practices, but it can also be locked away at greater levels than the amounts released during the manufacturing process for certain materials. Exemplary

design may actually be able to demonstrate a negative carbon balance (i.e. offsetting more carbon dioxide than the development is producing).

- Following the principles of this policy will also be beneficial in aligning with the concept of the circular economy, such as reducing waste and promoting re-use of materials wherever possible, helping conserve and use resources prudently.

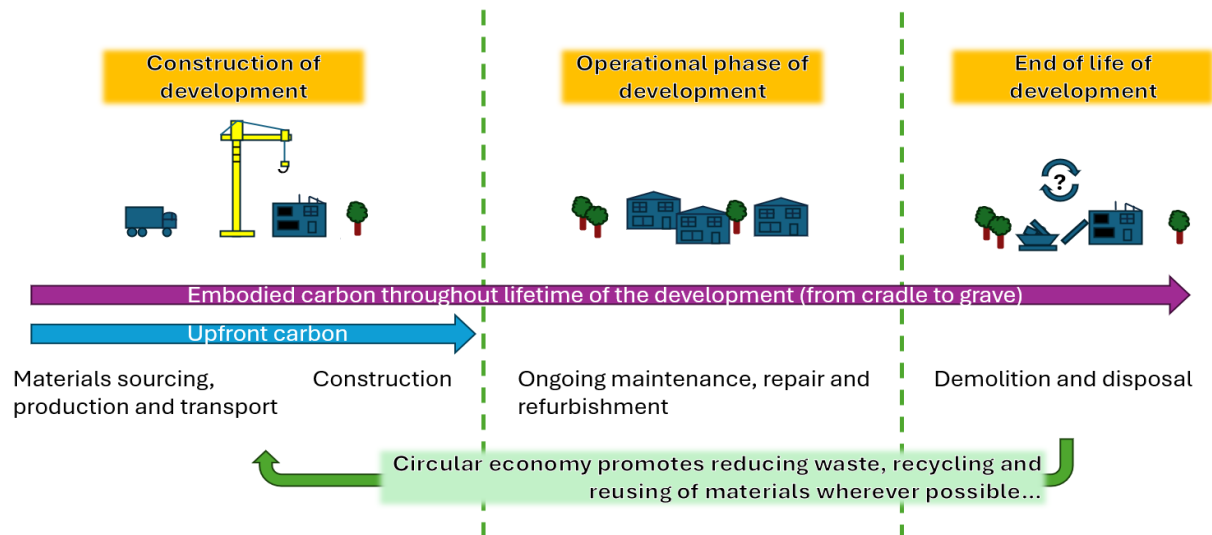


Figure 5.2: Embodied carbon at each phase of a development's lifecycle.

Policy implementation

- The focus of this policy is predominantly on the 'upfront' carbon emissions associated with construction.
- All applications will need to demonstrate how the proposed design and construction has responded to the principles in criteria a-e. This should include a sufficient level of detail that is proportionate to the size and scale of the development, including a rationale for where design choices divert from any of the principles.
- Whilst the policy does not mandate retention of existing buildings, criterion a seeks to ensure that applicants demonstrate that they have considered whether it is feasible for retention and re-use of buildings on a site, before resorting to demolition. Replacing buildings may be justified where for example:
 - a building is no longer fit for its intended purpose or the needs of users;
 - age/construction of the building means it is inefficient in terms of energy use;
 - a new building will be of more benefit to achieving wider place-making.
- Larger developments will need to be accompanied by Whole Life Cycle Carbon Assessment (WLCCA). Other types of application that fall below the policy threshold for WLCCA can submit an assessment where this would support their approaches in responding to criteria a-e of the policy, although this is not mandatory. Applicants

should pay particular attention to upfront carbon values associated with the construction phase. It is acknowledged carbon associated with latter stages of the building's life will be subject to increasing uncertainty.

- Where reductions in embodied carbon achieved through the design process need to be demonstrated, these could be framed around the high-level principles in criteria a-e.
- The Energy and Carbon [Technical Advice Note](#) will set out best practice embodied carbon targets that should be strived for, as well as more general advice on interpreting each of the principles set out in the policy, and undertaking the WLCCA process where relevant.

POLICY R2: EMBODIED CARBON IN CONSTRUCTION

All developments are expected to demonstrate consideration of embodied carbon for the lifetime of the development, particularly the upfront carbon in the construction process, and take actions to limit this as much as possible through careful design choices. Planning permission will be granted for proposals that demonstrate through their Energy and Carbon Statement that the following principles are embedded proportionately in design choices:

- a) Re-use of any existing buildings on a site has been explored and robustly demonstrated to be unfeasible before resorting to demolition.
- b) Waste generation has been minimised and re-use and recycling of materials has been maximised in the construction process, including using any demolition materials.
- c) The selection of construction materials has been informed by the carbon footprint associated with their sourcing and production (carbon footprint sought to be reduced wherever possible); use of materials that sequester more carbon than is produced in making them is prioritised where opportunities arise.
- d) The ways that materials are transported to site and processed during construction have been chosen to minimise the associated carbon emissions wherever possible.
- e) Design choices would allow buildings to be easily maintained, adapted and repurposed at the end of use/life.

Proposals for large scale new-build development (developments of 100 or more dwellings, or 10,000m² or more non-residential floorspace) will also need to be accompanied by details within their Energy and Carbon Statement that provide the following:

- f) A measurement of total embodied carbon associated with the development (including upfront carbon associated with selection of materials). A recognised methodology should be followed to determine these quantities including submission of Whole Life Cycle Carbon Assessment. The City Council's recognised methodologies are set out in the Energy and Carbon Technical Advice Note.
- g) Details of actions taken to reduce this embodied carbon as much as possible, particularly the upfront carbon associated with the construction stages, and the specific quantitative reductions that have been secured through design process.

Where any future updates to Building Regulations (or other national policy) make embodied carbon requirements at a national level, the Energy and Carbon Statement should instead demonstrate how embodied carbon is being addressed in the context of that national legislation.

RETRO-FITTING EXISTING BUILDINGS, INCLUDING HERITAGE ASSETS

Policy context

- There is a significant retro-fit challenge facing the city if we are to reach net zero targets, reduce exposure to fuel poverty, and improve energy security. Various interventions will be needed including installation of technologies such as heat pumps, electric vehicle charging and micro-renewables.
- Retrofitting traditional and historic buildings can be carried out sensitively and successfully, whilst preserving historic character, and the City Council will support this wherever possible where interventions have clearly been designed with appropriate consideration of these additional factors:
 - Such buildings were typically constructed to rely upon natural processes such as passive ventilation and free movement of moisture to help to keep internal temperatures stable and avoid build up of damp and mould. Retro-fit interventions that might be suitable for modern buildings can be inappropriate or ‘maladaptive’ for these assets resulting in harm not only for the structure but also for the health of occupants inside.
 - Designated heritage assets are afforded statutory protection through the Listed Building and Conservation Area Act and also have great weight automatically assigned through the National Planning Policy Framework to preserving their significance.

Policy implementation

- On most buildings within the city, applications which propose retrofitting measures designed to secure demonstrable energy efficiency and/or climate adaptation improvements will be approved, unless other policy/material considerations would make them unacceptable.
- For traditional buildings, including heritage assets however, this presumption in favour does not automatically apply, although the City Council also supports retro-fit projects that deliver these demonstrable benefits. Instead, additional considerations need to be factored into the design process and demonstrated through the application.

- The Council will seek to ensure that applications have been informed by a whole building approach. This means that any special qualities or characteristics for which a heritage asset might have been designated must be taken into account. The way the building has been constructed and how it currently performs also need to be fully understood, in liaison with relevant professionals where necessary.
- Measures that seek to deliver carbon reduction through energy efficiency or provide adaptation to changing climate will be considered as a public benefit, however, this will not automatically override any harm to a designated asset. The City Council will need to consider the level of harm to the significance of the asset and make a determination as to whether or not this is outweighed by that public benefit where harm does occur, in line with national policy and other relevant policies of the Local Plan.

POLICY R3: RETRO-FITTING EXISTING BUILDINGS

The City Council will support retrofit measures to existing buildings where they secure energy efficiency improvements or adaptation to changing climate. The expectation is that the interventions are selected in accordance with the steps of the energy hierarchy (reduce energy use, use energy efficiently, source energy renewably) as set out in Policy R1.

A whole building approach should be taken to the retrofitting of traditional buildings, including heritage assets, whereby applications will need to demonstrate how the following principles have been embedded in the design rationale:

- a) Choices on interventions have been informed by a whole building approach which includes methodical assessment of the building's heritage significance, its current performance in terms of energy efficiency and climate risk, its use (now and in future), its context, and the selection of suitable materials;
- b) Any harm to the heritage significance of the asset has been minimised and mitigated as much as possible through careful design choices and in line with requirements of policies HD1-HD6;
- c) Professional advice has been sought from historic environment and energy/climate experts to inform proposals where necessary/appropriate;
- d) All required consents have been secured, or are in the process of being secured, such as Listed Building Consent or consent for works affecting TPOs.

Measures that seek to deliver carbon reduction through energy efficiency or provide adaptation to changing climate will be considered as a public benefit in the balance against harm, although this will not automatically override any harm to an asset.

NATURAL RESOURCES

There are a wide range of natural resources which need to be considered in the development process. Natural resources such as the soil, air, and water are all

important to health and wellbeing but also to the sustainable functioning of the wider natural environment that makes Oxford so special.

AIR QUALITY ASSESSMENTS AND STANDARDS

Policy context

- Air pollution is an ongoing health challenge which arises from a variety of sources. No amount of air pollution is safe, with pollutants such as Nitrogen Dioxide (NO₂) and particulate matter (PM_{2.5} and PM₁₀) contributing to a wide variety of health impacts including respiratory and cardiovascular disease. Whilst the impacts of air pollution can affect anyone, they are particularly harmful for some more sensitive groups including children, the elderly, and those with pre-existing health conditions.
- The whole of the city has been declared an Air Quality Management Area (AQMA) for NO₂ and the City Council has an Air Quality Action Plan (AQAP) which sets out a range of measures that will be required to improve air quality across Oxford including a more rigorous standard for Nitrogen Dioxide (NO₂) compared with national legal limits.
- The role of this policy is to ensure that any negative impacts on air quality from new development (either during construction or once in operation) are mitigated. It also seeks to ensure that exposure to poor air quality is minimised or reduced through careful design.

Policy implementation

- All proposals need to consider their potential impacts upon air quality, as well as the impacts from existing air quality on the users of the development from the outset to avoid the need for future site mitigation. This should consider all potential air pollutants including Nitrogen Dioxide (NO₂) and particulate matter, and may necessitate various design choices to respond to and mitigate potential air quality impacts in the locally.
- Site layout should be designed in such a way as to protect human exposure to high pollution, which could involve setting the development back from key sources of pollutants; placing habitable rooms away from, and avoiding installation of balconies near to, highest pollution areas; as well as use of buffering measures like planting.
- Particular care and attention should be paid to more sensitive uses where these are present or proposed, meaning those expected to host more sensitive receptors such as schools, nurseries, care homes and healthcare settings, which need to be located away from areas of poor air quality.
- The conclusions of any Air Quality Assessment (AQA) - which should accompany all major applications - must demonstrate that the proposed development does not

conflict with or undermine any of the objectives of any of the city's current or future Air Quality Action Plans or Air Quality Strategies.

- Further guidance on meeting the requirements of the policy is set out in the City Council's Air Quality Planning Application Guidance Note, as well as the [air quality webpage](#) and the most up to date [Institute of Air Quality Management](#) (IAQM) guidelines which applicants are expected to follow.

POLICY R4: AIR QUALITY ASSESSMENTS AND STANDARDS

Planning permission will only be granted where the impact of new development on air quality is mitigated, and where exposure to air pollution is minimised or reduced, as far as is reasonably practicable as per the criteria set out in this policy.

The design and layout of new development (during construction and in operation) needs to consider the potential impacts upon air quality for current and new occupants. Sensitive uses such as schools, nurseries, care homes and healthcare settings, should be located away from areas of poor air quality as far as reasonably practical through careful site layout designed to protect human exposure to high pollution levels.

Air Quality Assessments (AQA) will be required for all major developments. Planning permission will only be granted for major developments where the AQA meets the following criteria:

- a) It provides an assessment of the impacts of all the sources of air pollution generated during the development's operational and construction phases, including but not limited to transport, heating, dust generated from demolition/construction/earthworks activities; and
- b) It has considered the cumulative impacts from other sources of air pollution in the local area where relevant; and
- c) It clearly identifies any potential negative air quality impacts, including where these would compromise achievement of the local annual mean air quality target for Nitrogen Dioxide (NO₂), as set out in the city's Air Quality Action Plan (AQAP); and
- d) It sets out appropriate site-specific mitigation measures to address negative impacts identified, following the principle of redesign – mitigate – offset.

Planning applications that involve significant demolition, construction or earthworks will also be required to submit a dust assessment as part of the AQA, to assess the potential impacts and health risks of dust emissions from those activities. Any appropriate site-specific dust mitigation measures will be secured as part of the Construction Management Plan (CMP) as required by Policy C6.

All applications are expected to follow the guidance set out in the latest City Council Air Quality Planning Application Guidance Note.

WATER RESOURCES AND QUALITY

Policy context

- The Thames River Basin Management Plan describes the current state and pressures affecting the waterbodies in the city, as well as the measures needed to achieve the requirements of the Water Framework Directive (transposed into the Water Environment Regulations). The City Council is committed to ensuring that new development will not lead to the deterioration of our water environment or impact on the ability to meet the objectives set out for our waterbodies.
- The Environment Agency has identified Oxford to be in a “serious water stressed” area, meaning that household demand for water is a high proportion of the effective rainfall which is available to meet that demand either now or in the future. There are ongoing pressures from climate change, bringing about more periods of hot weather and droughts, and rising demand from a growing population.
- Water quality issues are ongoing in the city, with the majority of watercourses either classified as moderate or poor in ecological status and ongoing quality concerns particularly for Northfield Brook and the River Thames. These issues arise for various reasons including pollution from a range of sources like agriculture, sewage discharge and surface run-off.
- Wastewater infrastructure in the city faces ongoing challenges as the city develops. Upgrades to the Wastewater Treatment Works which services Oxford are underway to address current capacity problems and meet future treatment needs, and the City Council is committed to continuing to engage with the EA and Thames Water to ensure future growth is appropriately planned for and delivered.

Policy implementation

- Applications must be accompanied by sufficient information to demonstrate that the potential for impacts on the water environment (both on water resources and water quality), have been considered and addressed.
- The policy requires that applicants set out how they will limit water use as much as possible and that new residential development as a minimum aligns with the tighter Building Regulations target for water consumption. The requirement will be subject to a planning condition to ensure that the water efficiency standards are met. Applications should also explore other ways to support water conservation, including:
 - grey water recycling (reuse of wastewater from showers, baths and washbasins);
 - rainwater harvesting (collection and storage of rainfall for reuse);
 - landscaping features which are drought tolerant and do not require regular watering during dry periods.

- smart metering and intelligent building systems to help occupants monitor and manage water use.
- Proposals should also demonstrate consideration and mitigation of impacts on water quality such as accidental release of sediment/pollutants into waterways or drainage networks, infiltration of pollutants into groundwater. See also **Policy R8**.
- The risk of water quality impacts will be particularly relevant where proposals are located in close proximity to waterbodies, or close to ecological sites which are particularly sensitive to surface water and groundwater changes. See also **Policy G6**.
- New development may necessitate local network upgrades to facilitate water supply or wastewater infrastructure and the delivery of upgrades can take time. Developers are encouraged to engage with the Statutory Water Undertaker (Thames Water) at the earliest opportunity to establish the requirements for water supply and sewage/wastewater treatment network infrastructure both on and off site and ensure that these are planned for in due course. See also **Policy S3**.

POLICY R5: WATER RESOURCES AND QUALITY

Planning permission will only be granted for new development that utilises water supplies prudently and protects water quality. Proposals for new development, excluding householder applications, extensions, conversions and change of use (unless these would result in creation of a new dwelling) should include a water awareness statement to demonstrate how the following policy requirements have been met.

A) Water Supply/Efficiency

All new dwellings (including conversions, reversions, and change of use) should achieve an estimated water consumption of no more than 110 litres per person per day using the 'Fittings Approach' as set out in Building Regulations part G2 (proposals are encouraged to go further than this).

All non-residential development should demonstrate what measures have been incorporated to reduce water use.

All applications should demonstrate what other measures have been incorporated into the design to conserve water use including rain/grey water harvesting/reuse.

B) Water Quality and Wastewater

Proposals should demonstrate that development will not have an adverse impact on the quality of controlled water bodies and groundwater, such as by:

- managing run-off and infiltration through utilising SUDs (in line with the requirements of Policy G8);
- putting measures in place to manage and contain sediment/pollutants particularly where in proximity to open watercourses and designated bathing waters.

C) Foul and surface water drainage

Developers should separate foul and surface water sewers on all new development. Where opportunities are present during works on existing development, applicants are encouraged to separate existing combined foul and surface water sewer arrangements.

No surface water from new development will be discharged to the public foul or combined sewer system: a Foul and Surface Water Drainage Strategy must be provided for all new build residential development of 100 dwellings or more; non-residential development of 7,200m² or more; or student accommodation of 250 study bedrooms or more, to demonstrate how foul water and surface water drainage will be managed to reduce run off and improve water quality in line with national policy.

SOIL QUALITY

Policy context

- There are multifunctional benefits of soils for the wider environment, they can store surface water, preserve water quality, support biodiversity and food production and store carbon. The natural accumulation of soil can be a slow process so soils should be considered to be a finite, non-renewable resource which needs to be protected and managed sustainably.
- Some types of soil, such as peat, have particularly valuable benefits, they are even better at locking up carbon and can act as archaeological reserves. They also take much longer to accumulate and as such are much more difficult to replace.
- Peat deposits have previously been identified at Dunstan Park, around the Churchill Hospital and Lye Valley, as well as along Littlemore Brook in the south of the city, although there could be additional deposits nearby.
- The development process can impact upon and deteriorate the quality of soils in various ways, such as through removal, compaction, sealing over with artificial surfaces and pollution.

Policy implementation

- The policy will apply to a variety of proposals where impacts on soils could arise, particularly those that involve undeveloped areas of land and greenfield sites.
- Measures to consider will vary based on the context of the site and proposal, but could include:
 - tailoring construction processes to avoid loss, erosion, or compacting of soils;
 - ensuring beneficial soil reuse and sustainable soil management;
 - minimising risks from release of contaminants (see also **Policy R8**);

- locating development away from the highest quality soils;
- minimising artificial surface cover that would lock away the soils.
- To allow the City Council to make an informed decision as to the impact of the development, proposals for major development on undeveloped land upon, or within 200m of, an identified peat reserve in the city will need to submit an assessment that details soil conditions and any existing peat reserve affected by the scheme alongside the application.
- Where there is potential for harm or loss of peat, proposals could seek to avoid impacts through careful design choices informed by the assessment, such as through development being located away from peat reserves where the site allows. Reliance on mitigation through offsetting the impact of lost peat alone, such as by providing carbon storage elsewhere, is unlikely to make a development acceptable as it is very difficult to achieve the same benefit for many years.

POLICY R6: SOIL QUALITY

Planning applications will be expected to demonstrate how the impact of development on soils has been mitigated and opportunities for conserving and enhancing the capacity/quality of soil maximised. The Design and Access Statement and associated landscape plans should include details identifying where relevant:

- a) How impact on soils during the construction process has been minimised through avoiding: soil loss, compaction, pollution and reduction in the quality of soil; and
- b) How development has been located in a way that avoids highest quality soils on sites where possible; and
- c) How beneficial soil reuse and sustainable soil management has been implemented where possible; and
- d) How artificial surface cover that seals off soils has been minimised.

Planning permission will not be granted for proposals that would remove or dewater 10m³ or more of peat.

Proposals for new major developments on undeveloped land upon, or within 200m of, known peat reserves should submit an assessment, informed by borehole sampling, to allow the City Council to determine any potential impacts on reserves. The assessment should include details of the following:

- I) The estimated carbon footprint of the peat impacted by development;
- II) Its palaeo-archaeological interest;
- III) Its function in the surrounding habitats;
- IV) Its hydrological condition and stability.

LAND CONTAMINATION

Policy context

- Oxford's extensive history of development means that there are areas of the city which are likely to be affected by poor soil quality and the presence of contaminants that could be harmful for human health, for example closed landfill sites and former industrial sites.
- However, the development process can be an important mechanism for bringing land back into beneficial use through sustainable remediation processes maximising efficient use of land.
- The NPPF sets out that after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990.

Policy implementation

- In instances where land contamination could be an issue of relevance, a report documenting the investigations that have been carried out into the nature, extent and possible impacts arising from the contamination will need to be provided. It should detail any mitigation measures necessary to respond to what has been found.
- In assessing whether land contamination is an issue that needs to be taken into account, the City Council will have regard to a range of information sources including its database of potentially contaminated sites, information provided by developers and third parties, and the advice from the City Council's Land Quality officer.
- Ultimately, where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner. Where applicable, site investigations should be carried out in line with Land Contamination Risk Management (LCRM) guidance, taking a staged risk-based approach.

POLICY R7: LAND CONTAMINATION

Planning applications where proposals could be affected by contamination or where contamination may present a risk to the surrounding environment, must be accompanied by a report which:

- a) Details the Desktop Study and Preliminary Risk Assessment (PRA); and
- b) Details the investigations (including, where relevant, site investigation data and results, conceptual site model, risk assessment, and remedial options) that have been carried out to assess the nature and extent of contamination and the possible impacts it may have on the development and its future users, biodiversity, the built environment, land and controlled waters; and
- c) Sets out detailed remediation measures to allow the development to go ahead safely and without adverse effect, including, as appropriate:
 - I) removing the contamination;
 - II) treating the contamination;

- | | |
|------|---|
| III) | protecting and/or separating the development from the effects of the contamination; |
| IV) | validation of any mitigation and remedial measures. |

Where site investigation and remediation measures are needed, these will be required as a condition of any planning permission.

AMENITY IMPACTS OF DEVELOPMENT

Policy context

- New development can create environmental impacts, particularly during the construction phase, as well as once in operation. Potential amenity and environmental health impacts need to be fully assessed during the planning application process to ensure that any potential nuisance resulting from the development can be properly mitigated to protect the amenity of residents, employees and the wider environment.
- The amenity of occupiers of new developments can also be impacted by the operation of existing uses nearby including uses like social venues, industrial processes, roads and rail where not appropriately considered in the design process. The applicant seeking to introduce a new land use is responsible for managing the impact of that change (the Agent of Change Principle).
- There may be other amenity impacts arising from existing uses nearby, such as sources of odour (e.g. in proximity to wastewater treatment works) or artificial lighting, which may need to be assessed to inform the design of new development to preserve the amenity of new occupiers without imposing restrictions on existing uses.

Policy implementation

- The policy sets out a number of factors which should be considered where they could have a direct impact on amenity and health, though as every development is different, some will be of more relevance and others may not be applicable.
- The management of noise (either arising from the new development or from existing uses nearby) should be an integral part of development proposals. In cases where noise sensitive development is proposed near to an existing noise generating use (e.g. a music venue or pub) the City Council will consider whether the introduction of the sensitive use might threaten the continued operation of the existing premises, which might mean the development is inappropriate in that location.
- Odour impacts on future occupiers of a development will be a particular consideration for applications that propose development in proximity to the Sewage Treatment Works. The policy sets out requirements for consultation with the Statutory Undertaker

(Thames Water) and technical assessment of odour impacts which will need to show that these can be avoided or mitigated.

- There are links with other policies in the Local Plan including transport impacts (**Policy C6**); air quality (**Policy R4**) and land quality (**Policy R7**).
- Measures to mitigate the impacts of noise and vibration associated with demolition and construction will be secured by legal agreement or condition through construction management plans which form part of the transport assessment.

POLICY R8: AMENITY IMPACTS OF DEVELOPMENT

Planning permission will only be granted for development that:

- a) Ensures that the amenity of communities, occupiers, neighbours and the natural environment is protected; and
- b) Does not have unacceptable transport impacts affecting communities, occupiers, neighbours and the existing transport network; and
- c) Provides mitigation measures where necessary.

The factors the City Council will consider in determining compliance with the above elements of this policy will also include where relevant:

- d) Visual privacy, outlook;
- e) Sunlight, daylight, overshadowing and mitigating glare from solar panels and windows where applicable;
- f) Artificial lighting levels;
- g) Transport impacts;
- h) Impacts of the construction phase including the assessment of these impacts within the Construction Management Plan (CMP) (refer to Policy C6);
- i) Odour, fumes and dust;
- j) Microclimate e.g. wind, overheating
- k) Contaminated land;
- l) Impact upon waste and wastewater infrastructure;
- m) Noise and vibration; and
- n) Preserving surrounding water quality.

Planning permission will not be granted for development sensitive to noise in locations which experience high levels of noise, unless it can be demonstrated through a noise assessment, that appropriate attenuation measures will be provided to ensure an acceptable level of amenity for end users and to prevent harm to the continued operation of existing uses.

Proposals within 800m of a sewage treatment works or 20m of a sewage pumping station should be informed by liaison with the Statutory Undertaker (Thames Water). Planning permission will not be granted for sensitive development close to the Sewage Treatment Works, unless it is accompanied by a technical assessment, prepared in consultation with Thames Water, that shows there will be no adverse amenity impact on future occupiers of the proposed development or that sufficient mitigations can be incorporated to ensure that any potential for adverse impact will be avoided.

CHAPTER SIX

A CITY THAT RESPECTS ITS HERITAGE & FOSTERS DESIGN OF THE HIGHEST QUALITY

INTRODUCTION

Oxford is a world-renowned historic city, highly recognisable by its iconic skyline and its architecture, with a rich and diverse built heritage comprised from layers of history both visible and buried that are a product of more than a thousand years of settlement. Oxford is also a dynamic city that must adapt and change, and high-quality design is key to managing this change positively, for the continued success of the city. The policies in this chapter address the city's heritage assets and historic environment as well as the need for high-quality design in new development. There are, of course, many overlaps between these topics and successful new design and the conservation and enhancement of the heritage of Oxford cannot easily be separated.

This chapter sets out the following topics:

- High quality design
- Efficient use of land
- Heritage assets
- Amenity
- Space standards

HIGH QUALITY DESIGN

The value and benefits of good design and improvements it offers to quality of life are so significant that it is not a nice extra, it is essential. A successfully designed scheme will be a positive addition to its surroundings. It should be informed and inspired by the unique characteristics of the site and its setting, and these considerations should go beyond the red line of the application site to adopt a true placemaking approach. It may blend in or stand out, but it should not detract from existing significant positive characteristics in the area, and it may add interest and variety.

A well-designed scheme will meet the needs of all users and will stand the test of time. It gives flexibility to meet the needs of a wide range of people and takes account of how needs may change over time. It is important that new buildings create places that are of an adequate size and layout, with sunlight and daylight so that they provide a high quality, well-functioning

environment for occupiers. The impact on the amenity of occupiers of existing buildings must also be considered.

PRINCIPLES OF HIGH-QUALITY DESIGN

Policy context

- Oxford has a rich legacy of buildings, from iconic architectural set pieces in the historic core to smaller domestic, locally distinctive buildings within the many villages that now form part of the city and areas of planned city expansion.
- Contemporary and modern architectural styles have been added to the city over many years, adding to this richness and quality.
- There is therefore a wealth of inspiration in terms of building form and character and great opportunity for creative, high quality, complementary character to enhance the existing built form.
- Design should have a clear rationale, informed and inspired by the unique characteristics of the site and its wider setting, including an understanding of character.

Policy implementation

- The policy will require that new development proposals in Oxford have been developed through a rigorous design process that will ensure the highest possible level of quality
- The Appendix 1.1 sets out the principles against which schemes will be assessed. The emphasis of the assessment will be on a design process that is clearly explained and justified, and a demonstration that the proposed development is one that works well for its intended uses and is responsive to the immediate and wider context.
- Early discussion between applicants, the local planning authority and local community about the design of emerging schemes is encouraged as it will help clarify expectations and allow the opportunity for creative ideas and problem solving to add value.
- The Council has a Design Review Panel that can give advice so that designs can be reviewed and improved at the informative stage. It is encouraged that all major development proposals are assessed by the Panel as part of the pre-application and then application process. In assessing applications, the Council will have regard to the outcome from these processes, including any recommendations made by Design Review Panel.
- In combination with the policy requirements, applicants are encouraged to refer to other resources to inform their design approaches. These can include the following:
 - The *National Model Design Guide* sets out and illustrates the government's priorities for well-designed places.
 - Building for a Healthy Life (BHL) is the latest edition of one of the most widely used design guides in England relating to healthy placemaking.

POLICY HD1: PRINCIPLES OF HIGH-QUALITY DESIGN

Planning permission will only be granted for development of high-quality design that is responsive to its context, creates or enhances local distinctiveness, and ensures that the amenity of the natural environment is protected. Planning permission will only be granted where proposals are designed to meet the key design objectives and principles for delivering high quality development as set out in Appendix 1.1.

All developments - other than changes of use without external alterations or householder applications - will be expected to be supported by a constraints and opportunities plan with supporting text and/or visuals to explain their design rationale in a design statement proportionate to the proposal (which could be part of a Design and Access Statement, Planning Statement or other demonstration of compliance with other plan policies that may be relevant), which should address the relevant checklist points set out in Appendix 1.1.

MAKING EFFICIENT USE OF LAND

Policy context

- Oxford is a compact city with a growing population and strong economic growth.
- It has tightly drawn boundaries and within those boundaries are flood plains, areas important for nature conservation and a sensitive historic environment, meaning that growth opportunities are constrained.
- The competing needs and pressure for land in Oxford and the limited availability of land means that it is vital that efficient use is made of land that does come forward for development.
- There are already densely developed urban areas, but there is also potential to substantially increase this density.

Policy implementation

- The policy requires all development makes efficient use of land.
- Transport hubs in the city and district centres, where development is infill and more likely to be flats and have very little need for parking should achieve very high densities.
- Careful design that responds to context is important at high densities to preserve and enhance valued features. Whilst the context of each site will be different, such features could include:
 - The potential for valuable archaeological remains to be present on the site which should be safeguarded through careful positioning of foundations
 - Whether there are sensitive views through the site which building heights should be tailored to avoid interrupting;
 - Whether there are deficiencies in particular types of green space which the proposal could help to address through provision on site
 - Whether there are opportunities to orient layout/rooftops to maximise solar gain on photovoltaics solar panels for renewable energy generation
- The city and district centres are defined on the Policies Map. Gateway locations are outside of these areas, but will be busy locations on significant roads and at the edges of suburban areas, rather than in the middle of them. All other areas are suburban, but some suburban areas are conservation areas that represent medieval villages now integrated in the city but still with a rural character, and that may sometimes need reflecting in lower density development.

POLICY HD2: MAKING EFFICIENT USE OF LAND

Planning permission will only be granted where development proposals make efficient use of land and maximise capacity. It is expected that sites across the city will generally be capable of accommodating development at an increased scale and density to their surroundings.

Proposals should demonstrate that the built form:

- a) Maximises density; and
- b) Is appropriate for the use proposed; and
- c) Is informed by an understanding of the impacts on the significance of designated and non-designated heritage assets, including their setting and the potential for archaeological remains; and
- d) Protects and enhances green infrastructure features in accordance with Policies G; and
- e) Considers the opportunities for net zero carbon design, including energy efficiency measures, maximising renewable energy generation, reducing carbon dioxide emitted through construction process, and preserving carbon sinks; and
- f) Considers presence of flood risk and, where relevant, locating more vulnerable uses in locations with reduced flood risk, less vulnerable uses in areas of higher risk.

It is expected that very high-density development (for residential development this will indicatively be taken as over 100dph) can be achieved in the highly accessible locations of the district centres, and in the city centre, where feasible in the context of the impacts on heritage. High density development (indicatively to be taken as over 80dph) will be expected at gateway sites (in mixed use areas on the edges of city on the main road network), and high suburban densities (indicatively to be taken as over 60dph) will be expected in most other locations.

HERITAGE ASSETS

Oxford's long history of settlement has resulted in a great density of heritage assets which, together and individually, contribute to the city's special character and unique sense of place. The city has many nationally designated assets (Conservation Areas, Listed Buildings, Registered Parks and Gardens and Scheduled Monuments) but also non-designated assets of local importance, including a wealth of archaeological remains. Managing change in a way that respects and draws from Oxford's heritage and landscape is vital for the city's continued success, and new development needs to respect and respond to this context, whilst taking opportunities to celebrate this history.

Successful design in Oxford means understanding this heritage and managing change that meets future needs (such as providing new homes, greening our streets and reaching net zero carbon) whilst seeking to prevent harm to the special significance of these heritage assets so that they can continue to be understood, valued and enjoyed for years to come. In all cases, significance must be understood, and the level of any harm on this significance must be weighed against public benefits, which could be wide ranging and will vary in magnitude but include delivery of needed homes and facilities and environmental improvements such as energy efficiency.

Conservation areas

Oxford has eighteen conservation areas which are listed in Appendix 6.1 and defined on the Policies Map. These areas are designated heritage assets which are 'areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance' according to the Planning (Listed Buildings and Conservation Areas) Act 1990. Conservation areas include a diverse range of qualities reflecting the story of Oxford, from the medieval walled city to surrounding agricultural settlements, the open green space found in the Headington Hill Conservation Area to the meadows of the river valleys such as Wolvercote and Godstow. However, they all have the common element of containing features that link us to our past.

Listed buildings

Oxford has a very high concentration of historic buildings, including those of great rarity, group value and high aesthetic value, and with associations to people and events of history that allows a visible understanding of the past and contributes to the city's unique character and distinctiveness. Many of these buildings are nationally designated, or 'listed', and are graded I, II* and II, (though there is no legal difference in their protection):

- o Grade I buildings are those of exceptional interest
- o Grade II* are particularly important buildings of more than special interest
- o Grade II are of special interest, warranting every effort to preserve them

Registered parks and gardens

As well as forming an important part of the green infrastructure network, many parks and gardens in Oxford are an important part of appreciating and understanding the city's heritage. Fifteen parks and gardens in the city are nationally designated heritage assets known as registered parks and gardens and these include: five registered as Grade I, one registered as Grade II*, and nine registered as Grade II. They represent a dense network of assets, that covers a significant proportion of the city, many helping to frame the Oxford's relationship with the River Cherwell. The majority of the Registered Parks and Gardens are related to colleges, conveying in rich detail the integrated way in which the colleges have been designed and developed. They have a pivotal role in shaping how the city's institutions and the boundaries between the public and private realms are experienced. Some (such as Oxford Botanic Garden) have a particularly important educational role linked with botany, genetics and related research. In addition to the colleges, Oxford's Registered Parks and Gardens include High Wall in Pullens Lane, Park Town and St Sepulchre's Cemetery.

Scheduled Monuments

Scheduled Monuments are another type of nationally designated asset. A heritage asset is only made a Scheduled Monument if it is of national importance and also if that is the best means of its protection. They may or may not be visible above ground. There are 9 Scheduled

Monuments in Oxford, which are varied in age and type. They are the remains of Osney Abbey and Rewley Abbey, Oxford Castle and the City Walls, Seacourt Medieval Settlement, Old Abingdon Road Culverts, Grandpont Causeway, Port Meadow, and the Swing Bridge near Oxford Station.

DESIGNATED HERITAGE ASSETS

Policy context

- Heritage assets are not locked in time and changes can be carried out as long as this is thoughtfully done and in a manner that preserves the notable features of the heritage asset that contribute to its significance and the reason it is protected. For example, historic buildings need to be repaired and adapted to meet the changing needs of occupants, or to respond to the climate emergency.
- The setting of a heritage asset can be integral to understanding and appreciating heritage significance, and understanding the setting is also essential in determining potential harm and how to minimise it.
- Conservation area appraisals describe the distinctive character, appearance, and historic interest of conservation areas, whilst associated management plans help to articulate appropriate responses to local issues and pressures. These are published on the City Council's [website](#).
- When a building is listed, all of the building itself, anything fixed to it, and also most buildings and structures in its grounds (the curtilage) are part of the listing. The inside as well as the outside of a building is listed, though not all features necessarily contribute to its significance.

Policy implementation

- Proposals will need to consider the potential for direct impact upon the significance of a heritage asset, and/or its setting and where there is potential for impact on a designated heritage asset the application should be accompanied by a heritage statement. The policy sets out expectations for what this should cover, and Historic England have produced guidance on what should be included in a heritage statement and how they should be structured ([Statements of Heritage Significance: Analysing Significance in Heritage Assets](#)).
- Where proposals seek energy efficiency upgrades to a listed building to mitigate the impacts of climate change, Policy R3 should be read in conjunction with this policy to help ensure that such projects do not result in maladaptations that can impair the building's performance and lead to unnecessary capital and carbon costs.
- The registered parks and gardens all have associated listed buildings and form a significant part of the setting of those listed buildings, so the impact of any proposals on associated heritage assets will also be a key consideration, as will the potential for impacts on archaeological remains if below-ground works are proposed (see policy HD6). Due to their contribution in the wider setting of these assets, the criteria in paragraph 214 of the NPPF

referred to in Policy HD3, about viable uses, grant-funding and bringing the site back into use, are unlikely to apply.

- The registered parks and gardens designation requires local authorities to consult Historic England on development affecting Grade I and II* Registered Parks. It also requires local authorities to consult the Garden History Society on works to all grades of parks and gardens.
- Pre-application engagement with Historic England is strongly encouraged for all proposals that are likely to affect the significance of a Scheduled Monument. Historic England can advise on the need for Scheduled Monument Consent (SMC) in addition to planning permission.
- Any work, internal or external, that will affect the special interest of a listed building is likely to require Listed Building Consent, an additional consent to planning permission.

POLICY HD3: DESIGNATED HERITAGE ASSETS

Planning permission will be granted for development that respects and draws inspiration from Oxford's designated heritage assets, responding positively to their significance, character and distinctiveness and enhancing it where possible.

Applications affecting a designated heritage asset directly or by affecting its setting will be considered in line with the approach set out in the NPPF (*National Planning Policy Framework*) paragraphs 207-221 (or updated equivalent), whereby the level of harm will be assessed and weighed against the public benefits of the proposal, and the relevant tests in the NPPF applied in that context.

The understanding of harm will be based on an understanding of context, including a description of the designated heritage asset and its significance, and an assessment of the impact of the proposed development on its significance. In cases where a proposal could result in less than substantial harm, this will need to be clearly and convincingly justified within the heritage statement. Substantial harm to or loss of significance of a designated heritage asset should be exceptional in the case of Grade II assets and wholly exceptional in all other cases, and planning permission or listed building consent will only be granted if the requirements of paragraph 214 (or the equivalent in any update) of the NPPF can be demonstrated as set out in a heritage statement.

A heritage statement must include information sufficient to demonstrate:

- a) An understanding of the significance of the heritage asset, including recognition of its contribution to the quality of life of current and future generations and the wider social, cultural, economic, and environmental benefits they may bring; and
- b) That the development of the proposal and its design process have been informed by an understanding of the significance of the heritage asset including its setting and that harm to its significance has been avoided or where it's not possible, any harm has been minimised through thoughtful design; and
- c) That, in cases where development would result in harm to the significance of a heritage asset, the level of harm has been properly and accurately assessed, that alternative designs to respond to heritage constraints and/or opportunities have been explored, and that measures are incorporated into the proposal that mitigate or reduce the harm where appropriate.

Specific considerations for listed buildings

Proposals relating to a listed building should take into account its rarity, group value and how it illustrates the past and helps our understanding of it, including how it reveals its historic, architectural, archaeological and/or artistic interest.

Specific considerations for registered parks and gardens

Proposals for change within a Registered Park and Garden should take into account:

- d) The scope for a landscape-led approach;
- e) Opportunities to reveal significance and/or enhance its appreciation;
- f) The relationship between the development site and the River Cherwell and/or other water features, as appropriate;
- g) Impacts on any key views, having agreed those key views with the City Council;
- h) How the treatment of boundaries may impact on significance;
- i) Archaeological impacts if below-ground works are proposed.

Specific considerations for conservation areas

Certain features may be characteristic and add to the significance of a particular conservation area, and planning applications should set out how these have been responded to sensitively to create contextually responsive proposals. These features will be set out in conservation area appraisals and management plans, and may include, but are not limited to:

- j) The urban grain such as specific settlement patterns, plot types and groupings of buildings and their relationship to each other and the wider area;
- k) Proportions, such as height and massing, may be characteristic and may be harmed by developments that do not relate well to these;
- l) Views, including focal points at the end of a view, glimpsed views of spaces beyond and between;
- m) Trees and other landscape features, including backdrops to views;
- n) Boundary treatments, which may include railings, walls and hedges; and/or
- o) Architectural details such as the palette of materials, windows and doors, proportions, and rhythms.

Conservation areas are listed in Appendix 6.1 and defined on the Policies Map.

NON-DESIGNATED HERITAGE ASSETS

Policy context

- The term 'heritage asset' describes valued components of the historic environment such as buildings, monuments, sites, places, areas or landscapes that have been positively identified as having a degree of significance meriting consideration in planning decisions.
- Some heritage assets are not nationally designated in the same way that the assets are as discussed in HD3). Policy HD4 addresses the various other assets that have a local relevance that do not merit a national-level designation, but which are still important to consider in determining planning applications (and in developing proposals).

- There are many non-designated assets identified in the Oxford Heritage Asset Register, though the register is not an exhaustive list. Non-designated heritage assets may also be identified through the conservation area appraisal, neighbourhood planning, or the planning application process.

Policy implementation

- Once identified, however it is identified, it is important that a non-designated heritage asset is carefully considered in proposals, including how its significance may inform and be incorporated into proposals.
- If the loss of significance of any asset is justified by the public benefits outweighing the level of harm or the loss, the significance must still be recorded.

POLICY HD4: NON-DESIGNATED HERITAGE ASSETS

A non-designated building or group of buildings, monument or site, place or landscape will be considered a local heritage asset if it has local interest, value, and significance. These assets may be identified in a number of ways such as through the Oxford Heritage Assets Register, conservation area appraisals, or the planning application process.

Planning permission will only be granted for development affecting a local heritage asset or its setting if it is demonstrated that due regard has been given to the impact on the asset's significance (including its setting) and that it is demonstrated that the significance of the asset and its conservation has informed the design of the proposed development.

In determining whether planning permission should be granted for a development proposal that affects a local heritage asset, consideration will be given to the significance of the asset, the extent of impact on its significance, as well as the scale of any harm or loss to the asset.

Recording should take place to advance understanding of the significance of any assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and that is publicly accessible. The ability to provide publicly accessible recording will not be a factor in deciding whether such loss should be permitted.

Non-designated heritage assets of archaeological interest, which are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the requirements of Policy HD4.

ARCHAEOLOGY

Policy context

- Oxford has a rich archaeological heritage, from prehistoric times to the modern day, and encompasses a wide variety of asset types. Some of these are formally designated heritage assets such as Scheduled Monuments, however many assets of comparable

significance are not currently designated and warrant appropriate protection through the planning system. Notable assets include:

- prehistoric domestic, ritual, and funerary sites located across north Oxford and the remains of an important Roman pottery manufacturing industry to the south and east of city.
 - middle-late Saxon urban remains, arising from Oxford's emergence as a major cloth trading town in the Norman period.
 - Numerous assets associated with Oxford's development as an international centre for academic study including the remains of multiple religious institutions, academic halls and endowed colleges.
 - Other assets of note include the town defences, the distinctive remains associated with the medieval Jewish Community and the Royalist Civil War defences.
- It is important that archaeological remains are preserved in situ wherever possible and, because these assets can't be renewed, it is essential they are managed carefully and treated with respect.
 - New development has the potential to harm or destroy these assets where their presence is not appropriately investigated, and impacts are not carefully mitigated. The potential impacts of cumulative harm or loss are significant and should also be considered.
 - Owing to the richness of archaeological remains in Oxford, especially in the historic core, there is a danger that allowing the recording of deposits rather than preservation in situ for several individual developments will lead to significant degradation of the archaeological record. In those cases, further work to ensure adequate contextual assessment and mitigation may be required, that takes into account cumulative impacts.

Policy implementation

- The medieval core of the city (the City Centre Archaeological Area defined on the Policies Map) has an exceptionally high concentration of archaeological remains, as do some allocated sites and other known locations, so the policy requires that any significant breaking of the ground in these locations will require an archaeological assessment within the heritage statement.
- Development within the City Centre Archaeological Area has a high potential to harm the heritage value of the sites, if not carried out sensitively. There are many things to consider as part of the design of developments at these sites, so a comprehensive approach is essential that ensures archaeology, and cumulative impacts on archaeological remains, is an integral part of considerations of how to develop a site.
- An archaeological assessment may also be required outside of these areas where it is suspected there are archaeological remains.
- There are known concentrations of past human activity in many parts of Oxford, and early discussion with the City Council to ascertain whether an archaeological assessment is required is strongly advised.

POLICY HD5: ARCHAEOLOGY

Within the City Centre Archaeological Area, on allocated sites where identified, or elsewhere where archaeological deposits and features are suspected to be present (including upstanding remains), applications should be accompanied by a heritage statement. A heritage statement should include and be informed by a description of impacted archaeological deposits or features (including where relevant their setting) that should as a minimum be informed by relevant information from the Oxford Historic Environment Record.

The heritage statement or, if appropriate, archaeological desk-based assessment should contain:

- a) An explanation of how early assessment has informed the design of the proposal, and how this seeks to preserve deposits and features in situ, avoiding adverse effects from poor siting of foundations, drainage features and hard landscaping; and
- b) An assessment of the impact of the proposed development on the significance of the deposits or features, using a proportionate level of detail that is sufficient to understand the potential impact of the proposal on that significance.

If appropriate, a full archaeological desk-based assessment may be required and potentially field evaluation. This should be undertaken by an appropriately qualified contractor. Pre- application discussion is encouraged to establish requirements.

In the City Centre Archaeological Area, where significant archaeological asset types can be shown to be subject to cumulative impact from development, the desk-based assessment should contain appropriate contextual assessment of this impact.

For larger developments in the City Centre Archaeological area, the desk-based assessment should also include a whole site plan (which may be beyond the red line to include a whole campus site, for example) that shows current understanding of any basement and underground servicing, likely locations of hidden archaeological remains, other related heritage assets (including settings) to be considered and explain how this whole-site understanding has helped inform decisions about the layout and location of the development.

Development proposals that affect archaeological deposits and features will be supported where they are designed to enhance or to better reveal the significance of the asset and will help secure a sustainable future for it.

Proposals which would or may affect archaeological deposits or features that are designated heritage assets will be considered against the relevant policy approach (Draft Policy HD2 Listed Buildings, Draft Policy HD4 Scheduled Monuments).

Subject to the above, proposals that will lead to harm to the significance of non-designated archaeological deposits or features will be resisted unless a clear and convincing justification through public benefit can be demonstrated to outweigh that harm, having regard to the significance of the deposits or features and the extent of harm. Where harm to an archaeological or paleoenvironmental asset has been convincingly justified and is unavoidable, mitigation should be agreed with Oxford City Council and should be proportionate to the significance of the asset and impact. The aim of mitigation should be to minimise harm, to promote public enjoyment of heritage and to record and advance

knowledge. Appropriate provision should be made for investigation, recording, analysis, conservation of remains, publication, archive deposition and community involvement.

VIEWS AND BUILDING HEIGHTS

Policy context

- Taller buildings, designed with care and attention, can help to ensure efficient use of land and can make a positive design contribution.
- Tools such as VuCity are available to assist with assessing proposals for taller buildings.
- Particular care needs to be taken over the design and placement of taller buildings in Oxford because development might be in the setting of the buildings which form the iconic 'dreaming spires'. These buildings are a collection of nationally and internationally important buildings of historic and architectural significance. They sit in a compact area in the core of Oxford, which is raised slightly on a gravel terrace, giving more prominence to these historic buildings, and meaning that Oxford's unique skyline can be viewed as a single entity whose composition varies according to the direction of viewing. Taller buildings should not negatively impact on views of the iconic skyline.
- If it is established that a taller building is appropriate in a particular location (e.g. in district centres and on arterial roads), it is important it is designed to ensure it contributes positively to the character of the area, that it does not detract from the amenity of its surroundings, that it is sustainable and creates a good internal environment.

Policy implementation

- The High Buildings Study Technical Advice Note (TAN) should be referred to ([Technical Advice Notes](#)). The TAN document supports and provides further information and guidance in relation to high buildings, including how to assess whether a building is a 'high building', what the impact of that height might be and the areas of Oxford where proposals for new high buildings are more likely to be appropriate.
- The area within a 1,200 metre radius of Carfax tower (defined on the Policies Map as the Historic Core Area) contains all the buildings that comprise the historic skyline and where new buildings have high potential to impact on the character of the skyline.
- The View Cones Assessment (2015) ([Oxford View Cones](#)) should also be referred to. It sets out a methodology for heritage impact assessment of proposals that could affect the significance of one or more heritage assets and applies this to each of the 10 view cones which are shown drawn as triangles from important viewing points on the Policies Map. Within view cones, proposed new buildings must not detract from the skyline and composition, and even where they will not intrude directly on to it their effect as a frame to it must be considered. Tall buildings that are proposed outside of the view cones might still have an impact on the historic skyline and the View Cones Assessment has guidance that will support assessing impacts of these too.

- To create more visual diversity which enhances the experience of the skyline, the articulation of roofscape, and relatively short units of building are encouraged, with features to create a break in the line incorporated. A maximum ridge or parapet length of 25 metres without either a substantial vertical or horizontal break or interrupting features is a rule-of-thumb guideline that will be followed for Oxford's skyline.
- The City Council will resist the loss of any features, such as chimneys, if the loss would result in a simplification of the skyline.

DRAFT POLICY HD6: VIEWS AND BUILDING HEIGHTS

Planning permission will only be granted for development that will retain or enhance the special significance of views of the historic skyline of the Historic Core Area.

Planning permission will be granted for developments of appropriate height or massing. If the proposal is for development above the prevailing heights of the area and could impact on character or views, the application must demonstrate how all of the following criteria have been met:

- a) Design choices regarding height and massing have a clear design rationale; and
- b) The guidance on design of higher buildings set out in the High Buildings Study TAN has been applied. In particular, the impacts in terms of the four visual tests of obstruction, impact on the skyline, competition and change of character should be explained; and
- c) Proposals have been designed to have a positive impact on important views including both into the historic skyline and out towards Oxford's green setting, through their massing, orientation, the relation of the building to the street, and detailed design features including roofline and materials (including colour); and
- d) Taller buildings have been designed and orientated to avoid potential negative impacts, including on neighbouring amenity, such as overshadowing, overbearing and overlooking, reduced internal daylight and sunlight and wind-tunnel effects.

The area within a 1,200 metre radius of Carfax tower (the Historic Core Area) contains all the buildings that comprise the historic skyline, so new developments that exceed 18.2m (60ft) in height or ordnance datum (height above sea level) 79.3m (260ft) (whichever is the lower) are likely to intrude into the skyline. Development above this height must be limited in bulk and must be of the highest design quality.

Applications for any building that exceeds 15 metres (or the height that the High Buildings TAN says may be impactful in that area if that is higher) will be required to provide extensive information so that the full impacts of any proposals can be understood and assessed, including:

- e) A Visual Impact Assessment, which includes the use of photos and verified views produced and used in a technically appropriate way, which are appropriate in size and resolution to match the perspective and detail as far as possible to that seen in the field, representing the landscape and proposed development as accurately as possible (produced in accordance with the Landscape Institute's GLVIA 3d Edition and Technical Guidance note TGN 06 19 or updated equivalents); and
- f) Use of VuCity 3D modelling (or equivalent if updated by the City Council in future), shared with the City Council so that the impact of the development can be

understood from different locations, including any view cone views that are affected; and

- g) A heritage impact assessment if the proposal would harm the significance of a designated heritage asset including through development in its setting (or a group of assets and their settings) informed by the methodology outlined in the Assessment of the Oxford View Cones report, a full explanation of other options that have been considered that may be less harmful, how that harm has been avoided or minimised, a justification that the benefits outweigh the harm and open book viability assessment if relied upon in the explanation.

Any proposals within the Historic Core Area or the View Cones that may impact on the foreground of views and roofscape (including proposals where they are below the Carfax datum point, for example plant) should be designed carefully, and should meet the following criteria:

- h) They are based on a clear understanding of characteristic positive aspects of roofscape in the area; and
- i) They contribute positively to the roofscape, to enhance any significant long views the development may be part of and also the experience at street level.

Planning permission will not be granted for development proposed within a View Cone or the setting of a View Cone if it would harm the special significance of the view. The View Cones and the Historic Core Area (1,200m radius of Carfax tower) are defined on the Policies Map.

HEALTH IMPACT ASSESSMENT

Policy context

- The built and natural environment is a key determinant of our health and wellbeing, and therefore it is crucial that through the planning system we plan for and design healthier built environments. This will encourage and support good physical and mental health and also help to reduce health inequalities.
- Health Impact Assessments (HIAs) help ensure that development proposed in Oxford promotes and contributes to healthy place shaping.
- Proposals should consider health outcomes from the outset.

Policy implementation

- Those proposing major development are expected to undertake and submit a HIA in support of their application. The scope of assessment for the HIA, including the issues it needs to cover, will vary with the nature of the development; however the structure of the assessment will need to follow a logical format that addresses the key steps outlined in the policy. These steps are important in enabling the HIA to be as targeted as possible and appropriately

scoped to provide the most benefit in terms of the key issues of relevance to the development.

- The analysis presented within the HIA should be of a sufficient level of detail to allow the Council to make a clear determination as to impacts the development will have on the health environment of the city. The analysis should be evidence based and set out how design of the development has taken into consideration the relevant health concerns and how it addresses these including where opportunities have been taken to achieve positive impacts and to avoid or mitigate negative impacts that could exacerbate issues and inequalities.
- Supporting information for how to undertake a HIA including helpful resources can be found in Appendix 6.2 and within the Council's Health Impact Assessment Technical Advice Note.

DRAFT POLICY HD7: HEALTH IMPACT ASSESSMENT

A Health Impact Assessment (HIA) is required to be submitted as part of the planning application for major development proposals.

The analysis within the submitted HIA should be of a sufficient level of detail to allow the Council to assess the potential impacts of the development on the health environment of the city and its residents. As a minimum, the assessment should include the following:

- a) A description of the physical characteristics of the proposed development site and surrounding area, including the current use; and
- b) Identification of relevant population groups that could be affected by the development and associated health issues, inequalities and priorities in the area, which should be supported with appropriate evidence/data; and
- c) An assessment of the impacts of the proposal on the identified population groups and local health issues, inequalities and priorities, including any potential positive and negative impacts, along with any mitigation measures incorporated into the design to reduce identified negative outcomes; and
- d) Details of monitoring which will be undertaken in relation to the proposed mitigation to be implemented.

The level of detail should be proportionate to the development and agreed with the relevant case officer. Applicants should refer to the additional information and guidance contained in Appendix 6.2 and the Council's Technical Advice Note.

PRIVACY, DAYLIGHT AND SUNLIGHT

Policy context

- Ensuring all homes are built with adequate privacy, daylight and sunlight (internal and external) helps to ensure the wellbeing of residents.
- It is also important to consider the impacts on neighbouring residential properties to ensure they do not lose their sense of privacy.

- Homes that do not provide a good quality living environment will not be long-lasting, which is not a sustainable approach.
- This policy is particularly important in the context of Oxford, where high density development is expected in some areas of the city to make efficient use of land.

Policy implementation

- The policy approach will ensure that new development provides adequate daylight and privacy for existing and new residents
- Potential for unacceptable overlooking will depend on the proximity of windows to neighbours' habitable rooms and gardens and the angles of views and gardens.
- New homes' access to daylight and sunlight will depend on both the way new and existing buildings relate to one another, and the orientation of windows in relation to the path of the sun.
- Windows that are overshadowed by buildings, walls, trees, or hedges, or that are north facing, will receive less light.

POLICY HD8: PRIVACY, DAYLIGHT AND SUNLIGHT

Planning permission will only be granted for new development that provides reasonable privacy, daylight and sunlight for occupants of both existing and new homes and sensitive workplaces such as schools. Proposals should demonstrate consideration of all of the following criteria:

- a) Whether the degree of overlooking to and from neighbouring properties or gardens resulting from a proposed development significantly compromises the privacy of either existing or new homes (or existing other uses where there might be a safeguarding concern, particularly schools); and
- b) The size and orientation of windows in both existing and new developments in respect of access to daylight, sunlight, and solar gain (i.e. natural heating from direct sunlight); and
- c) Room depths in relation to maximising natural light; and
- d) Existing and proposed walls, hedge, trees, and fences, in respects of protecting or creating privacy and also in respect of their impact on overshadowing of both existing and new development.

To assess access to privacy, sunlight, and daylight in residential developments, the 25 degree and 45-degree guidelines will be used as illustrated in Appendix 6.3, alongside other material factors. On constrained sites with proposals for specialist accommodation, developers may use other methods to demonstrate that dwellings will receive adequate daylight.

Planning permission will not be granted for any development that has an overbearing effect on existing homes.

INTERNAL SPACE STANDARDS FOR RESIDENTIAL DEVELOPMENT

Policy context

- It is important to ensure that all new homes are of an adequate size and layout to provide high quality, functional homes that meet the needs of a wide range of people and can adapt to how those needs may change over time.
- Requiring space standards is particularly important in Oxford because the pressure to deliver more homes can lead to increased pressure to deliver smaller homes, which do not offer occupiers acceptable living standards or meet the national aim that everyone should have access to a decent home.
- Government policy is clear that either the national space standards can be applied, if justified, or no standards can be applied.
- The City Council has carefully considered the local need for space standards and the viability impact of taking such an approach and has decided to adopt the nationally described standards.

Policy implementation

- All new dwellings (C3) should be built to meet the nationally described space standards.
- Designs should maximise the useable space within housing through functional layout and provide scope to adapt and modify housing to meet future requirements.
- In addition, minimum bedroom sizes for HMO are governed by the Licensing of Houses in Multiple Occupation (mandatory Conditions of Licences) (England) Regulations 2018.

POLICY HD9: INTERNAL SPACE STANDARDS FOR RESIDENTIAL DEVELOPMENT

Planning permission will only be granted for new dwellings that provide good quality living accommodation for the intended use. All proposals for new build market and affordable homes (across all tenures) must comply with the Nationally Described Space Standards.

In flatted schemes, communal areas must be designed to enable neighbours to meet and interact, for example some fixed seating, and wider areas of corridor or lobby space.

OUTDOOR AMENITY SPACE

Policy context

- The adequate provision of outdoor amenity space is a key factor in supporting the physical and mental health and wellbeing of residents. It provides a space to dry clothes, play, grow

plants and vegetables, and can provide shade and limit urban heat-island effects. In addition, if the space is designed with permeable surfaces it can contribute towards flood risk management.

- Where high density development and subdivision of properties are expected, and where many sites are infill development, high standards for the delivery of good quality outdoor amenity space becomes increasingly important to ensure the health and wellbeing of residents.

Policy implementation

- The policy is flexible in how outdoor amenity space is to be delivered, allowing communal/shared outdoor amenity spaces.
- In all cases, including where there is shared/communal outdoor space, the outdoor amenity space must not be public open space.
- Flats of 3 or more bedrooms and all houses must have an element of private (to that property) outdoor amenity space, which is 1.5m deep by 3m long and which allows for outdoor dining and clothes drying.
- A garden of adequate size and proportions for a house will have space for children to play in, and for family activities. It is important that both public and private amenity and garden spaces are well designed, to ensure that it is clear how each of the spaces are used without the need for extensive signage, avoiding narrow pathways to link spaces, optimising sunlight, and ensuring principles of good landscape design are incorporated.

POLICY HD10: OUTDOOR AMENITY SPACE

Planning permission will only be granted for dwellings (HMO and Use Class C3 except self-contained student accommodation) and the subdivision of dwellings, that have direct, well-related and convenient access to an area of private or communal (but not public) outdoor amenity space (in addition to bin or bike storage space), to meet the following specifications:

- a) 1- or 2-bedroom flats and maisonettes should provide either a private balcony or terrace of usable, level space, or have direct and convenient access to a private or shared outdoor space.
- b) Flats and maisonettes of 3 or more bedrooms must provide private outdoor areas with space for outside dining and/or clothes drying, with a minimum dimension of 1.5 metres depth by 3 metres length. This may be either a private balcony or terrace of useable level space, or direct and convenient access to a private garden or shared garden with some private space (which should not feel isolated).
- c) All houses should provide a private garden, of adequate size and proportions for the size of house proposed, which will be at least equivalent in size to the footprint of the dwelling as built originally. For developments including more than one house, where a directly accessible private outside area is provided, the remaining requirement for outdoor amenity space could be met by provision of shared outdoor space that can be directly and conveniently accessed. The private outdoor areas should allow space for outside dining and/or clothes drying, with reasonable circulation, which will require a minimum dimension of 1.5 metres deep by 3 metres long.

It should also be shown how the following factors have been considered in order to ensure an outdoor space that is adequate and attractive to use:

- d) The location and context of the development, in relation to the layout of existing residential plots, and proximity to public open space; and
- e) The orientation of the outdoor area in relation to buildings and the path of the sun so that the whole outdoor space will not be continuously in shade or over-exposed; and
- f) The degree to which enclosure and overlooking impact on the proposed new dwellings and any neighbouring dwellings; and
- g) The overall shape, access to and usability of the whole space to be provided; and
- h) Clear delineation between public and private space; and
- i) For communal spaces that there is a variety of space, including provision of space to sit and to play, and that space is adaptable to the changing needs of residents, being easy to maintain with resilient materials, but with opportunities for communal gardening or food growing.

ACCESSIBLE AND ADAPTABLE HOMES

Policy context

- Housing provision across the city should meet the needs of everyone, which means provision must be made for those with disabilities by considering the requirements people will have from their homes and how this may change over time.
- Adaptability is important to respond to changes to the size and compositions of households, and an ageing population. Adaptable homes can help older people and those with chronic health conditions and other specialist housing needs remain in their homes, maintaining their independence and helping to alleviate pressure on health and social care.
- The Census 2021 showed 5.3% of the population of Oxford are 75 or over. This is lower than the national average and the trend of Oxford having a markedly young population compared to the national average is expected to continue, but the older population will also continue to grow as people are living longer.
- The Census 2021 also shows that 29% of households in Oxford have one or more people with a disability. The Government has found that 34% of disabled people have had to make adaptations to their homes <https://www.gov.uk/government/publications/uk-disability-survey-research-report-june-2021/uk-disability-survey-research-report-june-2021>;
- Local authorities can adopt a policy to provide enhanced accessibility or adaptability through requirement M4(2). Accessible and adaptable dwellings and/or M4(3) Wheelchair user dwellings in 'Approved Document M: access to and use of buildings)

Policy implementation

- Considering that the number of people with a disability is likely to grow, especially with an aging population, the policy requires at least 15% of general market homes to be adaptable according to current needs.

- To ensure available provision for the full range of households on the housing register, and to avoid exclusion, for affordable homes all new homes should at least meet the M4(2) requirement to be accessible and adaptable.

POLICY HD11: ACCESSIBLE AND ADAPTABLE HOMES

Proposals for residential development should ensure that all affordable dwellings and 15% of general market dwellings on sites of 10 or more dwellings are constructed to the Category 2 standard as set out in the Building Regulations Approved Document M4.

5% of all dwellings for which the City Council is responsible for allocations or nominations, on sites of more than 20 dwellings, should be provided to Category 3 (wheelchair user) standards as set out in the Building Regulations Approved Document M4. These M4(3) dwellings should be able to be adapted to the needs of the household who will be occupying them, ahead of their occupation.

An exception will be made for flatted schemes that are of three storeys or fewer and/or that are smaller than 50 units, whereby planning permission will be granted when no dwellings meet the requirements of Building Regulations Approved Document M4, if the following conditions are met:

- a) It can be demonstrated that there are strong design reasons for providing blocks of flats with a small number of storeys, and it is not purely to circumvent the requirement; and
- b) It can be demonstrated that options to provide affordable units in an alternative way that enables level access have been explored, including where possible providing the dwellings required to meet M4 standards on the ground floor.

BIN AND BIKE STORES AND EXTERNAL SERVICING FEATURES

Policy context

- Cycling is popular with Oxford residents and should be encouraged on new developments by incorporating well-designed, secure and easy to use bike storage facilities as part of the move away from cars.
- It is essential that new development optimises the opportunities for residents to recycle as much waste as possible by providing adequate, well-sited bin storage. Bin stores need to be accessible for collection and designed so as not to detract from the appearance and amenity of the area. Servicing features such as meter cupboards, pipes and gutters, flues, vents, and arials can create a cluttered appearance and detract from the design of the development. This impact can be lessened when they are designed as an integrated element of architecture. They can be used to add detail and rhythm to a facade.

- As the city moves towards becoming net zero there will need to be infrastructure to support this including EV (Electric Vehicle) chargers, air source heat pumps, solar panels etc. These need to be carefully sited and designed within new developments.

Policy implementation

- Attention must be given to the incorporation of these storage and servicing features at the initial stages of the design process to ensure they are well sited and designed.
- Bicycle parking Standards are included in Appendix 7.4 and further advice and guidance is available in [Technical Advice Note 12 – Car and Bicycle Parking](#).
- Guidance on the numbers and sizes of bins that are required for different types of development and design and placement of stores is set out in the [Technical Advice Note 3](#) on Waste Storage.

POLICY HD12: BIN AND BIKE STORES AND EXTERNAL SERVICING FEATURES

Bin and bike stores should be provided in new development and these and external servicing features should be considered from the start of the design process. For new schemes, planning permission will be granted where it can be demonstrated that:

- a) Bin and bike storage is provided in a way that does not detract from the overall design of the scheme or the surrounding area, whilst meeting practical needs including the provision of electric charging points for e-bikes where applicable; and
- b) External servicing features have been designed as an integrated part of the overall design, or are positioned to minimise their visual impact; and
- c) Materials used for detailed elements such as for stores or rainwater goods are of high quality so they enhance the overall design and will not degrade in a way that detracts from the overall design.

Planning permission will be granted for new external features such as bin and bike stores relating to existing developments unless they would cause significant harm to amenity through poor design and siting.

CHAPTER SEVEN

A LIVEABLE CITY WITH STRONG COMMUNITIES AND OPPORTUNITIES FOR ALL

Oxford is a very liveable and accessible city, with most people having easy access to a range of services to meet their daily needs. Most of the city has local services and facilities within a 15-20 minute walk, with other services and facilities accessible by the excellent public transport network. Maintaining and aiming to improve this is vital.

Policies can be used to help achieve, support and sustain liveable cities, including by protecting certain facilities, maintaining the vibrancy of our centres, managing parking and requiring transport assessments and travel plans when new developments are proposed and implemented. This ensures traffic is managed well and that walking, wheeling, cycling and public transport are prioritised, consistent with Oxfordshire County Council's adopted Central Oxfordshire Travel Plan and the transport user hierarchy policy it promotes.

TOWN CENTRES AND TOWN CENTRE USES

Uses that attract lots of people and need to be located in accessible locations are defined as town centre uses in the NPPF. Their co-location within town centres (the city centre, district centres and Local Centres as defined in Policy C1) helps reduce people's need to travel and helps ensure attractive and vibrant centres.

CITY, DISTRICT AND LOCAL CENTRES

Policy Context

- The city and district centres are highly accessible mobility hubs that include a broad range of facilities including shops, hospitality, community and leisure facilities.
- Local centres are smaller-scale, but still have an importance beyond the immediate neighbourhood, are well connected and suitable for a range of uses.
- Small parades of shops with a purely local function do not meet the definition of local centres set out in the NPPF, so are not defined in this category, even though they are very important for local communities.

- The NPPF says that an impact assessment should be required for retail and leisure developments outside of town centres and the threshold may be set locally.
- Establishments that promote community cohesion, health and wellbeing are particularly welcomed in the city centre, local and district centres.
- The availability of hot-food takeaways can encourage unhealthy eating habits that are harmful to health, so limiting new hot-food takeaways can be beneficial, although these uses can also be popular and help to support local centres.

Policy Implementation

- Policy C1 sets out the hierarchy of centres.
- Town centre uses should be directed to the city centre, district centres and local centres, then edge of centre locations, and only outside of these where no alternatives are available and the site is suitable. The need to use an out-of-centre location must be justified, and the criteria of the policy worked through to demonstrate the proposed location is suitable.
- All defined centres (the city centre, district centres and the local centres) are Town Centres according to the NPPF, and town centre uses are therefore suitable in all these defined centres. Town centre uses are defined in the Glossary (and in the NPPF) and they are not restricted to any particular Use Class.

POLICY C1: CITY, DISTRICT AND LOCAL CENTRES

The city centre and district centres defined on the Policies Map are:

- City centre;
- Cowley centre;
- Cowley Road;
- Summertown; and
- Headington.

Local Centres defined on the Policies Map are:

- St Clement's;
- Walton Street and Little Clarendon Street;
- High Street east;
- Rose Hill;
- North Parade Avenue;
- Magdalen Road
- New Marston;
- Underhill Circus;
- Blackbird Leys; and
- Greater Leys.

In the city, district centres and local centres, new Use Class E and other main town centre uses will be permitted where compatible with other policies in the plan, which include:

- Retail, cafes and restaurants;
- Leisure and entertainment and indoor sports uses (e.g. gyms, leisure centres);
- Health centres, GPs and clinics;
- Offices, research and development and light industrial;
- Community facilities;
- Residential (where compliant with the active frontages policy, including student accommodation in the city centre and district centres, but not in the local centres);
- Visitor attractions (Sui Generis uses including pubs, cinemas, live music venues, concert halls, dance halls);
- Short stay accommodation (in accordance with Policy E5 and where compliant with the active frontages policy C2).

Proposals for new hot food take-aways (Sui Generis Use Class) will not be permitted outside of the city, district or local centres.

A sequential approach should be taken for locating new town centre uses. Applicants must demonstrate how the sequential approach has been applied if town centre uses are proposed outside the city centre, district and local centres, looking at edge of centre areas first then accessible locations well connected to the town centre.

Where the applicant demonstrates an out-of-centre location is justified as no alternative sites are available and where this is not contrary to other policies of the Plan, planning permission will only be granted where all the following criteria are met:

- a) It has good accessibility by walking, cycling and public transport; and
- b) Impacts on the road network can be mitigated (which is likely to include by minimal parking); and
- c) That no unacceptable harm or loss of amenity will be caused to adjoining land uses.

Planning permission for retail and leisure proposals of greater than 350m² floorspace and outside of a defined centre will only be granted if a retail impact assessment is submitted with proportionate evidence to demonstrate there is no negative impact on the vitality and viability of existing centres, by assessing:

- d) The impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposals;
- e) The impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and the wider retail catchment.

MAINTAINING VIBRANT CENTRES

Policy context

- Development should respond to and enhance the individual character of the centres to help maintain their attractiveness and therefore their robustness by encouraging people to want to visit and linger.
- Ensuring active frontages in a centre is a key tool to achieving vibrancy.

Policy implementation

- Policy C2 provides design principles for each centre to guide future developments and ensure opportunities are taken to enhance and strengthen them.
- Sections of streets where an active frontage is to be retained at ground floor level are defined on the Policies Map. Within those frontages a minimum threshold is set for the proportion of Class E (commercial, business and service uses) at ground floor level.
- All thresholds are set above current levels of Use Class E, so the focus of the policy is retention.
- Any proposed new use within an active frontage, even when the overall proportion of Use Class E would remain above the threshold, will be expected to show how activity will be maintained.

POLICY C2: MAINTAINING VIBRANT CENTRES

The densification and growth of district centres and the city centre is encouraged. High density development is generally expected in the city centre and district centres as set out in Policy HD8, and this should be low car.

Planning permission will be granted for new development within the district centres and city centre where it takes opportunities to deliver the following, where relevant:

- Improved permeability and connectivity to existing development and wider transport links;
- Intensification of development to create a high-density centre, including by more efficient use of land, by consolidating uses and through infill;
- More residential development, including on the upper floors of existing commercial premises;
- Enhancement of existing buildings and improvement in their relationship to the street by creating active frontages;
- Rationalisation of public car parking so it is well-located, limits surface-level parking and is reduced where possible, and makes better use of workplace surface-level car parking;
- Public realm improvements for cyclists and pedestrians and public transport users and rebalancing of the space within streets from vehicles to pedestrians;
- Improved pedestrian connections across the main roads through the centres;
- Enhancement and new opportunities for public realm and landscaping such as tree planting, including incorporation of small green spaces where people can stop, dwell, socialise and play;
- Better integration of the landscape setting and surrounding green spaces;
- Enabling of the continued successful operation of any street markets;
- Improvements to shopfronts and signage;
- Enhance and better reveal heritage assets and their settings.

Active frontages

Planning permission will be granted at ground floor level of the defined Active Frontages (as set out on the Policies Map) for town centre uses that promote the vitality of the centre, and where the proportion of units at ground floor level does not fall below the threshold percentages of Use Class E set out below. Proposals for any new use within the defined active frontages of the city, district and local centres, even when the overall frontage would remain above the threshold, will be expected to

promote the vitality of the centre. Planning permission will be granted if it can be demonstrated how activity will be maintained by:

- m) Attracting footfall; and
- n) Creating and retaining an active window display; and
- o) Not adversely affecting the amenity, availability of services or appearance of the frontage.

Centre name	Threshold % of Use Class E
Headington District Centre	80%
Summertown District Centre	80%
Cowley Road District Centre	75%
Cowley Centre District Centre	80%
City Centre primary frontage	90%
City Centre secondary frontage	70%

Planning permission will be granted for development of upper storeys of the Active Frontages for housing, student accommodation and other uses appropriate to a town centre, as long as the functioning of the ground floor unit(s) in the active frontage is not undermined.

Local Centres

Planning permission will only be granted at ground floor level within the Local Centre Active Frontages for main town centre uses that promote the vitality of the centre and where the proportion of units in the Local Centre at ground floor level in Use Class E does not fall below 50% of the total number of units.

Planning permission will be granted for development of upper storeys of units in the Local Centres for housing and other uses appropriate to the location, as long as the functioning of the ground floor unit(s) in the active frontage is not undermined.

The City Centre, District Centres, Local centres and Primary and Secondary Active Frontages and Local Centre Active Frontages are all defined on the Policies Map.

COMMUNITY, INSTITUTIONAL, SOCIAL AND CULTURAL FACILITIES AND ATTRACTIONS

It is important that our communities are supported by provision of health and community facilities, meeting places, nightlife, cultural and education venues. Access to such facilities greatly improves the quality of life for residents, builds strong communities and helps to address inequalities.

In seeking social inclusion and a high quality of life, a diverse range of facilities should be accessible that meet social, economic, health, leisure, cultural and religious needs of Oxford's diverse communities. Facilities important to local communities may include community centres, schools, children's centres, meeting venues for the public or voluntary organisations, public halls, places of worship, leisure and indoor sports centres, pavilions, stadiums, public houses, club premises or arts buildings.

Sometimes co-locating multiple facilities on a single site can be an efficient way to improve accessibility and support the principles of a liveable city.

PROTECTION, ALTERATION AND PROVISION OF NEW LOCAL COMMUNITY FACILITIES

Policy Context

- Sometimes existing facilities may not be fit-for-purpose, or they may provide poor accessibility, in which case improvements on site or nearby may be more sustainable.
- Some local community facilities may have scope to provide some affordable workspace in accordance with Policy E3 to support small startup businesses whose location complements these local community uses.

Policy Implementation

- Local community facilities fall into Use Class F.2 of the Use Classes Order. This includes a hall or meeting place mainly for the local community, indoor and outdoor pools and skating rinks, and the policy applies to these.
- Policy C3 does not apply to places for outdoor sport and recreation (which are within the Use Class F.2), because these are dealt with in Policy G1.
- Shops of no more than 280m² in size and 1km from a similar facility are classed as having a local community use within Use Class F.2. All other shops are use Class E and can change freely to any commercial use. To protect these local community shops their expansion to a size where they would fall out of use Class F.2 is not permitted.

POLICY C3: PROTECTION, ALTERATION AND PROVISION OF LOCAL COMMUNITY FACILITIES

Planning permission will be granted for new local community facilities and the improvement and expansion of existing facilities where the City Council is satisfied that the following criteria are met:

- a) The location is easily accessible by walking, cycling and public transport; and
- b) The proposal will not result in an unacceptable environmental impact or loss of amenity.

Opportunities will be taken to secure community use and joint user agreements.

Planning permission will not be granted for development that results in the loss of such facilities unless:

- c) Suitable replacement can be provided on-site, or at a location equally or more accessible by walking, cycling and public transport; or
- d) There are facilities nearby and within the neighbourhood that can be enhanced to ensure none of the local community function and accessibility is lost; or
- e) The proposal is for an alternative community facility for which there is greater need or demand.

Planning permission will not be granted for the expansion of shops that meet the definition of a local shop within Use Class F.2 (not more than 280m² and where there is no other such facility within 1,000m²) if they would become large enough to be classed as Use Class E rather than F.2.

PROTECTION ALTERATION AND PROVISION OF LEARNING AND NON-RESIDENTIAL INSTITUTIONS (INCLUDING SCHOOLS, LIBRARIES AND PLACES OF WORSHIP)

Policy Context

- Schools, libraries and places of worship all play an important role in servicing the needs of Oxford's communities. The City Council has worked closely with partners including the County Council as the Local Education Authority to plan the educational needs of the city and it will continue to work in partnership to ensure that new development is provided with access to school places, and that existing access is enhanced and improved when opportunities arise.
- Learning and non-residential institutions (schools, libraries and places of worship) all fall under Use Class F.1: learning and non-residential institutions.
- These facilities can attract large number of people, sometimes from quite a wide area, so it is important that new facilities are in accessible locations that minimise any potential traffic impacts and that there is no loss of amenity to existing surrounding uses.

Policy Implementation

- These facilities are protected, unless the criteria in the policy are met.
- Criteria are included for consideration of proposed new uses to ensure they are suitably located and potential harmful impacts are mitigated.
- The policy does not apply to proposals for educational establishments for students exclusively of 18 years and over, such as the universities (although joint user agreements will still be sought where possible).
- Where possible joint user/shared user agreements are expected.

POLICY C4: PROTECTION, ALTERATION AND PROVISION OF LEARNING AND NON-RESIDENTIAL INSTITUTIONS*

Planning permission will be granted for new learning and non-residential institutions (use Class F.1) where the following criteria are met:

- a) The development will be accessible to those who will use it by walking, cycling and public transport and will not create unacceptable traffic impacts; and

- b) The proposal will meet local needs or an existing deficiency in provision or access, or the proposal will support regeneration or new development; and
- c) The proposal will not result in an unacceptable environmental or local amenity impact; and
- d) Where possible, joint user and shared user agreements are made.

Planning permission will be granted for the redevelopment of learning and non-residential institutions (Use Class F.1) where it can be demonstrated that:

- e) If there are any new uses to be introduced, these will not conflict with the existing use and any loss of floorspace of the existing use will not result in it not being able to function and meet needs; and
- f) The development will be accessible to those who will use it by walking, cycling and public transport and will not create unacceptable traffic impacts; and
- g) The proposal will not result in an unacceptable environmental or local amenity impact; and
- h) Where possible, joint user and shared user agreements are made.

Planning permission will not be granted for development that results in the loss of learning and non-residential institutions (Use Class F.1) from a site unless it can be demonstrated that:

- i) There is no longer a need or foreseeable need, or there is overriding demand for an alternative use on the site that is of benefit to the local community; or
- j) Suitable replacement provision can be provided on-site, or within an alternative suitable location that would continue to be easily accessible to its users by walking, cycling or public transport; or
- k) It can be demonstrated that the use can no longer feasibly be provided in its location.

* This does not apply to academic institutions exclusively for 18+ students such as the University of Oxford and Oxford Brookes University.

PROTECTION, ALTERATION AND PROVISION OF SOCIAL AND CULTURAL VENUES, PUBS AND VISITOR ATTRACTIONS

Policy Context

- Social, cultural and visitor attractions often add a unique vibrancy to the city and can be important to local communities in a number of ways, for example they may contribute to the evening economy, bring social and leisure benefits, provide a meeting place and provide locations for events and for showcasing the work of different artists.
- Although these venues attract visitors from beyond the city, including tourists, events and activities held at these places are also the cultural lifeblood of the city for many people and as such should be celebrated and protected.
- These venues include theatres, cinemas, pubs, museums and music venues.

Policy Implementation

- Most of these venues such as theatres, nightclubs, pubs, casinos and concert halls, which are Sui Generis uses, which means they are not within a use class so their use cannot switch to or from them without planning permission and proposals can all be considered on their own merits.
- The policy allows for changes to alternative types of venue or attraction in cases where similar needs are provided for.
- The criteria in the policy provide a framework to determine applications against.

POLICY C5: PROTECTION, ALTERATION AND PROVISION OF CULTURAL AND SOCIAL VENUES, PUBS AND VISITOR ATTRACTIONS

Planning permission will be granted for new cultural and social venues, pubs and visitor attractions that add to the cultural and social scene of the city, provided that:

- a) The use is located in compliance with the sequential test in Policy C1 and is appropriate to the scale and function of the centre; and
- b) They are realistically and easily accessible by walking, cycling or public transport for most people travelling to the site; and
- c) They will not cause unacceptable traffic harm or adversely affect residential amenity; and
- d) There is no negative cumulative impact resulting from the proposed use in relation to the number, capacity and location of other similar uses (existing or committed) in the area; and
- e) They are well related to any existing or proposed tourist and leisure related areas.

Applications to increase capacity, improve access and make more intensive cultural/community use of existing sites will be supported. This may include diversification of pubs or similar through the provision of short stay accommodation (which must be in accordance with draft Policy E5) on upper floors where it does not detract from the operating capabilities of the business and where it does not conflict with other policies of the Plan.

The City Council will seek to protect and retain existing cultural and social venues, pubs and visitor attractions. Planning permission will not be granted for the loss of existing cultural and social venues, pubs and visitor attractions, except in the following circumstances:

- f) A suitable new or improved cultural venue or visitor attraction (not necessarily of the same type, but meeting similar needs) will be provided on the site or at a location equally or more accessible by walking, cycling and public transport; or:
- g) Evidence is provided to support the application which demonstrates all the following criteria have been met:
 - i) There has not been wilful neglect that has resulted in the venue being unattractive to market; and
 - ii) All reasonable efforts have been made to market the premises for its existing use, or an alternative cultural or visitor attraction use that meets similar needs (according to Appendix 7.1); and
 - iii) It is demonstrated that suitable alternative facilities exist to meet the needs of the local community that may be met by the existing facility.

TRANSPORT AND MOVEMENT IN OXFORD TO HELP CREATE A LIVEABLE CITY

A shift towards sustainable travel is promoted by this plan and by Oxfordshire County Council as transport authority. The many advantages of this include improved air quality, reduced congestion and enhanced public realm. Road space within the city is limited, so to achieve this ambition there is a need to prioritise road space and promote sustainable modes of travel. The County Council has introduced various transport measures to support this shift and has intentions to introduce more during the plan period. Measures to manage traffic include traffic filters, temporary congestion charging, expanded zero emission zone and workplace parking levy. Another ongoing challenge is the prevalence of death and serious injury on our roads. An integrated approach is required to reduce death and injury in alignment with Vision Zero, as set out in the Oxfordshire Local Transport and Connectivity Plan 2022-2050.

TRANSPORT ASSESSMENTS, TRAVEL PLANS AND SERVICING AND DELIVERY PLANS

Policy Context

- Alongside the range of measures to reduce the need to travel and to encourage active travel modes, the policies in the Plan also seek to reduce the opportunities for parking across the city. Over time this will help to reduce car use leading to improvements in congestion, air quality and the environment for walking and cycling. In addition, with fewer private car trips on Oxford's roads, public transport services can flow more freely, further enhancing the attractiveness as an alternative to using a private car for journeys in and around the city.
- The movement of goods and materials by road can have a significant impact on the quality of the environment and the health and wellbeing of residents, in terms of noise, congestion and air pollution. These impacts are severe in Oxford and the city centre in particular. However, commercial deliveries will always need to be made to Oxford and this should be done in the most sustainable way to reduce negative impacts.

Policy Implementation

- A Transport Assessment is a comprehensive and systematic process to ensure that transport impacts of all major applications are properly considered, and where appropriate includes measures to help mitigate development impacts. A Transport Statement is a simplified version of a Transport Assessment and is

often used for smaller developments where the traffic impact is limited in both volume and area impact.

- A Travel Plan is a package of measures tailored to the needs of an individual site and focused on reducing dependence upon the private car. TPs should demonstrate how the occupants of the building are actively encouraged to establish use of sustainable modes of transport. TPs, to be effective, need monitoring, managing and where necessary enforcing.
- Specific Delivery and Servicing Management Plans (DSPs) are required to be submitted for proposals that will affect the city centre or district centres and for sites near residential areas.

POLICY C6: TRANSPORT ASSESSMENTS, TRAVEL PLANS AND SERVICE AND DELIVERY PLANS

Planning permission will only be granted for development proposals if the City Council is satisfied that necessary transport-related measures will be put in place.

A Transport Assessment (TA) or Transport Statement (TS) must be submitted so the likely impacts of the development proposal can be assessed, in accordance with the thresholds set out in Appendix 7.2.

Transport Assessments must assess the multi-modal impacts of development proposals and demonstrate the transport measures which would be used to mitigate the development's impact to ensure:

- a) There is no unacceptable impact on highway safety;
- b) There is no severe residual cumulative impact on the road network;
- c) pedestrian and cycle movements are prioritised, both within the scheme and within neighbouring areas;
- d) Access to high quality public transport is facilitated, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- e) The needs of people with disabilities and reduced mobility in relation to all modes of transport are addressed;
- f) The development helps to create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards as set out in the Oxfordshire County Council Street Design Guide¹¹;
- g) The efficient delivery of goods, and access by service and emergency vehicles is allowed for; and
- h) Charging of plug-in and other ultra-low emission vehicles is enabled in safe, accessible and convenient locations with designated bays and priority for car clubs

A Travel Plan, which has clear objectives, targets and a monitoring and review procedure, must be submitted for development that is likely to generate significant amounts of movement in accordance with the thresholds set out in Appendix 7.3. Travel Plans must support outcomes (a) to (h) set out above.

Where a Travel Plan is required under this policy and a substantial amount of the movement is likely to be in the form of delivery, service and dispatch vehicles, a Delivery and Service Management Plan will be required.

Where a Delivery and Service Management Plan is provided this should set out how deliveries will be managed and demonstrate how impacts will be minimised including congestion, safety, noise and how zero or ultra-low emission and last mile opportunities will be considered.

A Construction Management Plan (CMP) must be submitted for development that is likely to generate significant amounts of movement during construction. This CMP must incorporate the CLOCS (Construction, Logistics and Community Safety) standards where applicable.

CYCLE AND POWERED TWO WHEELERS PARKING

Policy Context

- Increasing the uptake of cycling further will be an important tool in helping Oxford to achieve its ambitions of improving air quality, reducing congestion, enhancing the public realm and encouraging healthy lifestyles.
- Oxfordshire County Council's Parking Standards for New Developments sets out the parking standards for bicycles and powered two wheelers; these parking standards reflect the need for bicycle storage as shown by research evidence.
- As well as parking facilities, changing rooms, showers and locker facilities in places of work can be important in enabling people to cycle.

Policy Implementation

- The policy links to Oxfordshire County Council's Parking Standards for New Developments
- The criteria in the policy set out where a lower level of parking for student accommodation may be acceptable
- Considerations for the provision of cycle parking are included in the policy to ensure it is well located and designed to encourage cycling

POLICY C7: CYCLE AND POWERED TWO WHEELERS PARKING DESIGN STANDARDS

Planning permission will only be granted for residential developments* that comply with or exceed the minimum cycle and powered two-wheeler parking requirements as set out in Appendix 7.4.

Planning permission will only be granted for non-residential developments that comply with or exceed the minimum cycle and powered two-wheeler parking requirements as set out in

Oxfordshire County Council's Parking Standards for New Developments (as shown in Appendix 7.4).

Provision of cycle parking lower than the minimum standards may be acceptable for new student accommodation if it is:

- a) Located close to the institution where most of its occupants will be studying; and/or
- b) Where it is adequately demonstrated through a transport assessment that there is existing unused bicycle parking capacity available, in appropriate locations and of an appropriate design standard on site, to accommodate the increased number of bedrooms.

Cycle parking should be well designed and well-located, convenient, secure, covered (where possible enclosed) and provide level, unobstructed external access to the street. Cycle parking design should comply with LTN 1/20 'Cycle Infrastructure Design' section 11.4 'Cycle parking types and dimensions.'

Cycle parking should be designed to accommodate an appropriate amount of parking for the needs of disabled people, children's bicycles, bicycle trailers and cargo bicycles, as well as facilities for electric charging infrastructure to charge batteries for E bikes.

Changing room, showers and lockers should be provided at commercial/non-residential new development in accordance with the standards set out in Appendix 7.5.

* For the purposes of this policy, residential development includes C3 dwellings, C4 and Sui Generis, HMO, and all C2 development (residential institutions).

MOTOR VEHICLE PARKING DESIGN STANDARDS

Policy Context

- Parking is one of the key means the Local Plan has of helping to promote the shift towards sustainable travel, and to minimise the impacts of car travel. Minimising opportunities for parking will over time help to reduce car use, leading to improvements in congestion, air quality and the environment for walking and cycling.
- Oxfordshire County Council's Parking Standards for New Developments considers parking levels in new developments, and this aligns with the Local Plan.
- Much of Oxford is covered by Controlled Parking Zones (CPZs) and the aspiration of both the city and the county councils is that the whole of Oxford is covered by a CPZ by the end of the Plan period.
- Low-car developments are generally highly feasible in Oxford due to its compact size, availability of facilities and excellent public transport, and the existence of CPZs.

- Infrastructure for the charging of electric vehicles is addressed by [Part S](#) of the Building Regulations. This covers both residential and non-residential developments with specific levels of requirements set out for each use.
- The Oxfordshire Electric Vehicle Infrastructure Strategy sets out the policies and plans to realise the County, City and District Councils vision for EV charging in Oxfordshire.

Policy Implementation

- For residential development, parking should either be low car, which is pooled (not allocated bays) parking only for disabled, servicing vehicles and pooled cars and working drivers, or it should not exceed the still low maximum parking standards.
- The criteria in the policy set out when low car residential development is expected.
- For all non-residential development, the starting point is to have no additional parking. Additional parking will only be accepted if it can be demonstrated through the transport assessment that the level of provision is necessary to support the development, and if the travel plan demonstrates how the objectives of this plan to promote a shift to sustainable transport are met.
- The design and location of any EV charging infrastructure should consider and avoid negatively impacting on street scene in line with the principles of high quality design and the supporting design checklist.
- The policy links with Policy HD15 Bin and Bike Stores and External Services Features and also with the design checklist (Appendix 1.1)

POLICY C8: MOTOR VEHICLE PARKING DESIGN STANDARDS

Residential developments

Where the following circumstances apply, planning permission will only be granted for residential developments* that are low car:

- a) In Controlled Parking Zones (CPZs) (or on greenfield sites immediately adjacent to them); and
- b) Where the site is located within a 400m walk to frequent (at least 2 an hour) public transport services; and
- c) Within 800m walk to a local supermarket or equivalent facility with a minimum floor area of 130m² of retail space which sells essential items such as milk, bread, pasta and fruit and vegetables

(measurements taken from the midpoint of the proposed development)

In these low car residential developments, no car parking spaces allocated to a particular housing unit are to be provided, but only a shared spaces for blue badge holders, for pooled

cars/car club cars, for servicing and delivery vehicles and for working drivers, for example NHS community staff. The numbers of blue badge holder spaces and servicing spaces, pooled car/car club spaces required in all residential developments is set out in Appendix 7.6

In all other locations, planning permission will only be granted where the relevant maximum standards as set out in Appendix 7.6 are not exceeded.

On large residential schemes of 100+ units, car club or pooled cars should be made available according to the standards set out in Appendix 7.6.

Parking spaces should be located to minimise the circulation of vehicles around the site and so that they are well integrated into the landscaping scheme.

Non-residential developments

In the case of all non-residential developments, the starting point is for no additional parking except for blue badge and servicing only. The Council will seek a reduction for highly accessible sites.

Any additional parking provision above existing levels should be kept to the minimum necessary to ensure the successful functioning of the development, with the need being demonstrated through the submitted Transport Assessment (TA), which should justify proposed parking levels based on the development in the context of the whole site. In addition, a Transport Plan (TP) must take into account the objectives of this Plan to promote and achieve a shift towards sustainable modes of travel, and should set out measures introduced to maximise use of sustainable transport modes, and should demonstrate that there will not be unacceptable impacts on the transport network. The TP will be required to be reviewed to ensure that future opportunities to encourage a shift towards public transport and active travel are taken. The requirements for a TP are set out in Appendix 7.3 of the Plan.

Parking spaces should be located to minimise the circulation of vehicles around the site and so that they are well integrated into the landscaping scheme.

*For the purposes of this policy, residential development includes C3 dwellings, C4 and Sui Generis, HMO, and all C2 development (residential institutions).

Electric Vehicle Charging (residential and non-residential)

EV charging infrastructure should be provided in accordance with Part S of the Building Regulations 2010 or any subsequent update to this.

All new blue badge parking bays and all car club parking bays must provide access to live electric vehicle charging infrastructure that is ready for use.

The location of charging points in development proposals should allow for easy and convenient access to the charge point from the relevant parking space and avoid negative impacts.

Both the charging point and electric infrastructure and cabling should be designed and located so that it can be maintained as required. It should be live and ready for use.

When off plot parking is proposed within a new residential development it should incorporate electric vehicle charging infrastructure to enable the charging of electric vehicles on the street in

accordance with the Oxfordshire County Council Street Design Guide, or any subsequent update to this.

CHAPTER EIGHT

INFRASTRUCTURE AND NEW DEVELOPMENT

INTRODUCTION

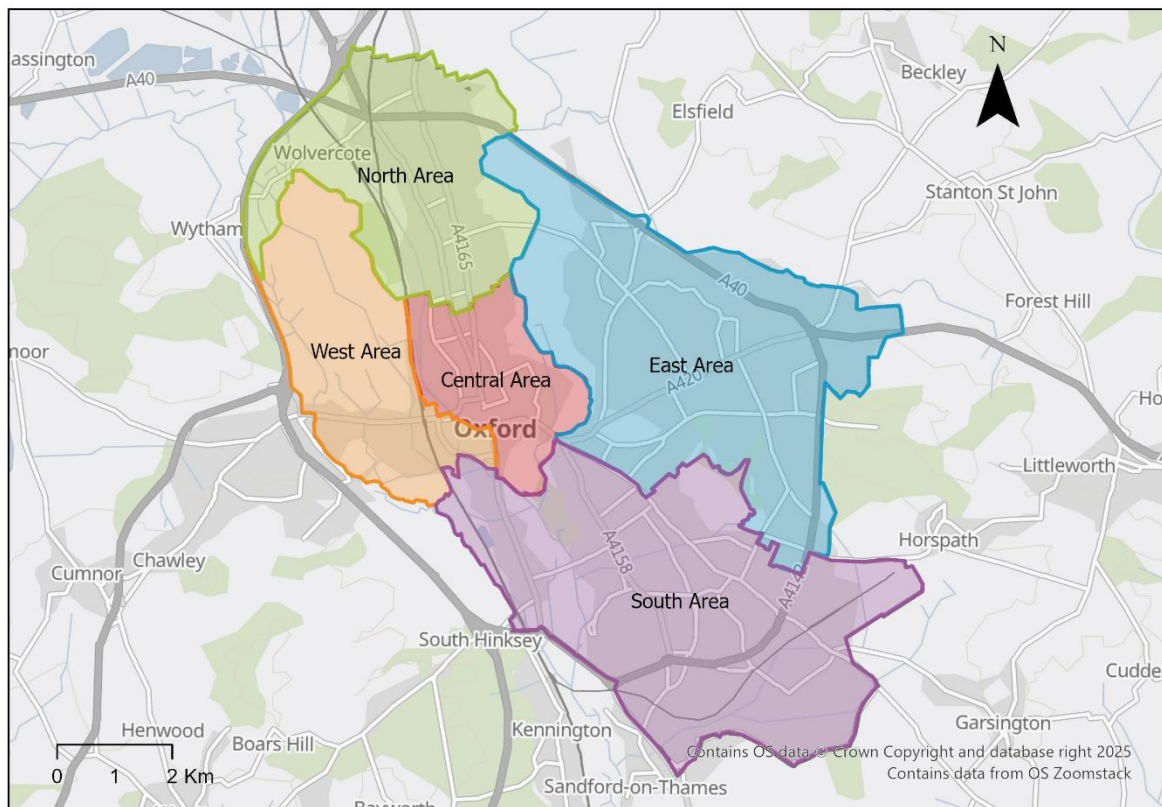
A development site allocation is a planning policy that describes what type of land use, or mix of uses, would be acceptable on a specific site, or whether the site is protected for certain types of development. These policies give guidance and certainty to developers and landowners and help local people understand what may happen in their neighbourhood in the future.

The development site allocation policies have been informed by a thorough process, building upon site appraisals. These thorough site appraisals and capacity assessments have informed minimum housing requirements for relevant sites. Other policies of the plan relevant to specific sites were also considered. The detail contained within the policies in this chapter is intended to give detailed guidance to apply the policies of the plan to the site allocations. The policies cross-referred to within the site allocation policies do not represent an exhaustive list. The site allocations do not supersede the other policies of the Plan, and all other policies remain relevant.

Housing numbers are expressed as a minimum net-gain. This means that sites with existing housing will be expected to re-provide the equivalent numbers, and also the minimum stated in the policy as a net-gain. The minimum number shall be exceeded where it is possible to do so consistent with the other policies in the Plan. The homes should be delivered as general market and affordable housing in accordance with Policy H2 unless the policies of the Plan allow for student accommodation or employer-linked affordable housing. Other specialist forms of housing will be considered on their merits. If communal accommodation is to be provided, the minimum quantum shall be calculated on the basis of the national policy ratio (or any amendment or replacement thereof). On mixed-use sites or phased sites, if only part of the site is being brought forward and the proposal does not include residential development, the potential to achieve the minimum housing capacity on remaining parts of the site when they come forward for development will be considered.

This chapter also outlines five 'areas of focus' across the city. These are areas where changes are anticipated over the plan period resulting from new development- including development outside the city adjacent to the city boundaries- and where a wider area consideration will be needed to ensure success.

New development across the city results in additional social, community and transport infrastructure needs. It is important that there are sufficient facilities to meet the needs of existing and future residents. The Infrastructure Delivery Plan (IDP) provides a summary of infrastructure needs across Oxford and sets out infrastructure schemes to meet the needs, taking into account the level of housing and employment growth over the Plan period. The IDP has divided the city into four quadrants



DIGITAL INFRASTRUCTURE TO SUPPORT NEW DEVELOPMENT

Policy Context

- Digital infrastructure is playing an increasingly important role in our day-to-day lives, supporting people to meet various needs, as well as the wider economy and the services businesses provide.
- In national policy significant weight is placed on supporting economic growth and productivity, and there is a requirement for planning policies to set out how digital infrastructure is delivered, made accessible and upgraded over time.
- Oxford at present is broadly covered by mobile networks, but access to the newer 5G network, which can offer more reliable connections in busier places and for higher intensity data transfer, is still limited.

Policy Implementation

- The policy requires new development is serviced by appropriate digital infrastructure, for both residential and commercial development. It is important that this type of infrastructure is factored into the design of new development as with any other type of infrastructure, at the earliest possible stage during the design process.
- Developers are encouraged to engage early with a range of network operators, to ensure that development proposals are designed to be capable of providing this level of connectivity to all end users.
- The policy also supports data centres in appropriate locations, in recognition of their growing importance within the national critical infrastructure. By their nature, data centres often require sizable parcels of land and, depending on their scale, can be

resource intensive. However, due to Oxford's spatial and environmental constraints it is unlikely that many will come forward within the city's boundaries.

- Where data centres are proposed, proposals will be expected to demonstrate how they will mitigate impacts on the wider environment such as in relation to energy and water use (see **Policy R1** and **Policy R5**). Where these uses have the potential to generate waste heat, opportunities should be sought to repurpose this heat, so that it can service other users of heat in the city.

POLICY I1 DIGITAL INFRASTRUCTURE TO SUPPORT NEW DEVELOPMENT

Development proposals should support the delivery of full-fibre or equivalent digital infrastructure, with particular focus on areas with gaps in connectivity and barriers to digital access.

Development proposals should:

- a) ensure that sufficient ducting space for full fibre connectivity infrastructure is provided to all end users within new developments, unless an affordable alternative 1GB/s-capable connection is made available to all end users;
- b) meet expected demand for mobile connectivity generated by the development;
- c) take appropriate measures to avoid reducing mobile connectivity in surrounding areas, and providing mitigation if that is unavoidable;
- d) where required support the effective use of buildings, outdoor spaces and the public realm to accommodate well-designed and suitably located mobile digital infrastructure;
- e) minimise impacts of digital infrastructure on the visual amenity, appearance and character of buildings and surrounding areas, and minimise impacts on the amenity of occupiers and neighbours of development.

Data centres play an important role in supporting a modern economy. New, expanded or upgraded data centres will be supported on suitable sites in appropriate locations in accordance with other policies of the development plan.

LAND SAFEGUARDED FOR INFRASTRUCTURE

Policy Context

- There are a number of specific strategic infrastructure schemes (included in the Infrastructure Delivery Plan) that involve land both within and outside the city boundary.
- Ensuring that the necessary land is available to deliver these specific infrastructure schemes is of vital importance to their success.
- These strategic infrastructure schemes are also governed by distinct consenting regimes that operate outside of the Oxford Local Plan 2045 process.
- As such, this policy seeks to safeguard land within Oxford administrative boundary, to support their delivery.

Policy implementation

- The necessary land required to deliver the following infrastructure schemes is safeguarded within the city:
 - Oxford Flood Alleviation Scheme; and
 - East West Rail (Oxford).
- Each infrastructure scheme has a distinct safeguarding mechanism.

Oxford Flood Alleviation Scheme

- This is a critical priority infrastructure scheme being delivered primarily to reduce flood risk in Oxford.
- The land safeguarded for the Oxford Flood Alleviation Scheme is shown on the Policies Map.

East West Rail (Oxford)

- The land safeguarded for the East West Rail (Oxford) is shown on the Policies Map.
- The East West Rail Safeguarding Directions (November 2025) confers specific requirements in relation to development proposals involving the land safeguarded for East West Rail (Oxford).
- The following site allocations have the potential to be impacted by the land safeguarded for East West Rail (Oxford):
 - SPN5 – Pear Tree Farm
 - SPCW9 – Oxford Railway Station and Becket St Car Park
 - SPCW10 – Oxpens

POLICY I2 SAFEGUARDING LAND FOR INFRASTRUCTURE

All safeguarded land is shown on the Policies Map.

Oxford Flood Alleviation Scheme

- a) Development proposals involving land safeguarded for the Oxford Flood Alleviation Scheme should:
 - i. Demonstrate that the land safeguarded for the Oxford Flood Alleviation Scheme has been taken account of in their design; and
 - ii. Ensure that consultation with relevant bodies has been undertaken.

East West Rail (Oxford)

- b) Planning permission involving land safeguarded for East West Rail (Oxford) will not be granted until the East West Rail Company has been consulted and the procedure set out in the East West Rail Safeguarding Directions (or the requirements of any future equivalent or consenting legislation) has been followed.

NORTH INFRASTRUCTURE AREA

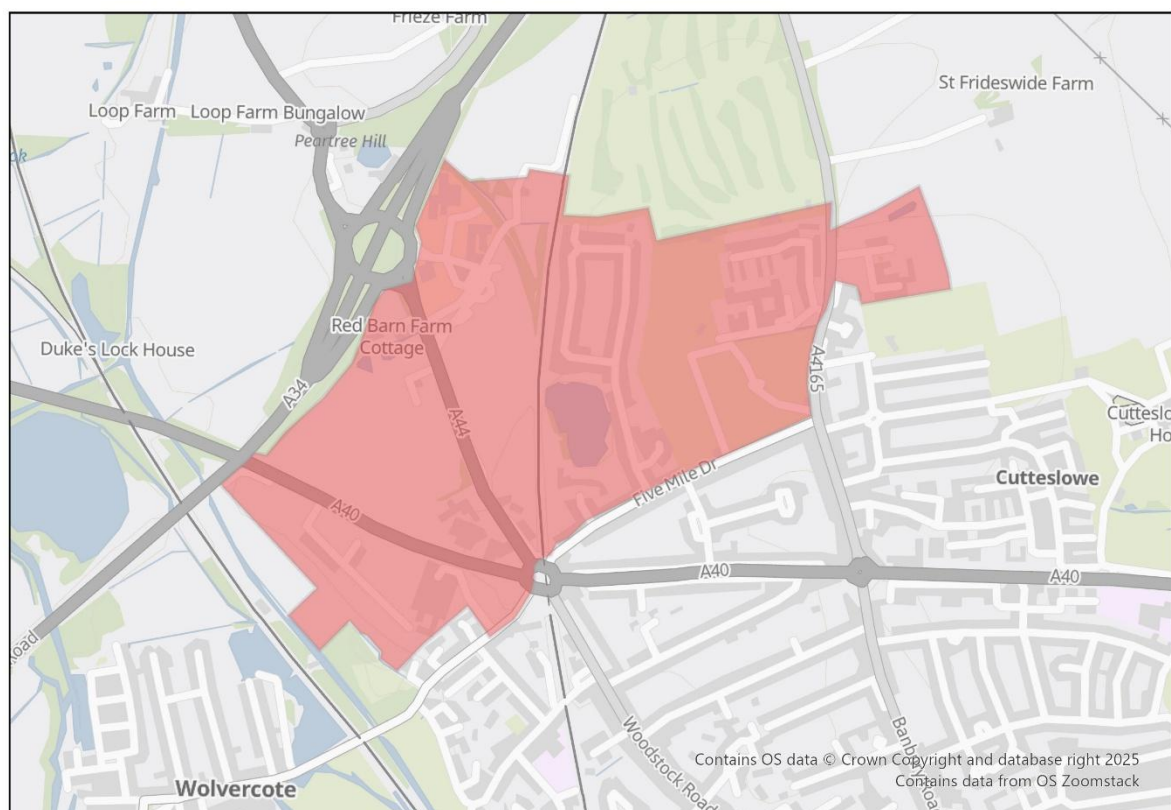
The North Infrastructure Area includes development sites such as Oxford North, which are adjacent to the Cherwell District Council (CDC) development sites, PR6a – Land East of

Oxford Road, PR6b – Land West of Oxford Road and PR6c Land at Frieze Farm, which is the reserved site for the replacement Golf Course extension areas within CDC. Good transport connectivity via public transport, walking, cycling and wheeling is a key need for this area if people are to be able to move easily between these residential areas and the city. As the northern entrance to the city, it is also important to have high quality urban design and good place making and to ensure views into and out of the city are respected.

Key considerations for infrastructure and design common across the area are:

- Improvements to walking, cycling and wheeling routes, and public transport accessibility, including:
 - Safe crossing options at desire lines across the major roads in the area
 - Connectivity by foot and cycle to sites adjoining the city
 - Connectivity of local facilities and services (which may also be also accessible within Cherwell) and communities
 - Connectivity to Oxford Parkway Railway Station allowing sustainable onward travel options
- Increase public access to green spaces
- Reduce air pollution to protect the Sites of Special Scientific Interest/Special Area of Conservation at Port Meadow
- Retain the integrity of the Green Belt by careful design at its edges
- The policies of the Wolvercote Neighbourhood Plan and Summertown and St Margaret's Neighbourhood Plan.

Northern Edge of Oxford Area of Focus



Northern Edge of Oxford Area of Focus

This Area of Focus is located at the northern edge of the city boundary and is the northern entrance to the city. With major transport connections from the A34, A40 and A44, as well as Pear Tree Park & Ride and proximity to Oxford Parkway rail station, it is a gateway location.

The area is currently undergoing significant development with the recent construction of the initial phases of the Oxford North site for large-scale residential and knowledge-economy based economic growth. There are further phases remaining on this site and other sites identified previously in the Northern Gateway Area Action Plan which have yet to come forward. As such this Area of Focus cumulatively represents one of the largest areas for residential and specialised employment growth in the city. As a gateway location there is scope for higher density and high quality urban design including exemplary buildings, which celebrate this area as a gateway and area of innovation whilst also respecting and protecting views into and out of the city.

The Area hosts some of the least deprived wards in Oxford, but is not without its challenges. There are congestion issues on nearby roads and roundabouts/junctions, which have seen some improvements and investment through the earlier phases at Oxford North and Growth Deal/Growth Fund funding, but further work is needed if the area is to realise its potential. Walking, cycling and wheeling connections also still need improvements to ensure safe crossings of some fairly large and busy roads, and connectivity by foot and cycle both across the area and for onwards journeys into the city as well as out to Oxford Parkway to maximise the potential of that connection too.

The area is also close to the Oxford Meadows Special Area of Conservation (SAC), which contains certain habitats and species recognised for their importance across Europe. There are also several Sites of Special Scientific Interest (SSSI) in the vicinity. The area also falls within the Wolvercote Neighbourhood Plan area so proposals should take into account the community aspirations set out in the plan.

The area adjoins several large housing allocation sites, which fall within Cherwell District (PR6a Land East of Oxford Road, and PR6b Land West of Oxford Road and PR6c Land at Frieze Farm,) but nonetheless adjoin existing communities in Oxford. Therefore, it is also crucial to ensure good links and accessibility for people to move easily between these residential areas and the city, particularly as the homes will be helping to meet unmet housing needs from Oxford. Walking, cycling and wheeling improvements are essential to the success of the area to improve connectivity and permeability, to other parts of the city and/or to destinations in neighbouring districts of Cherwell and West Oxfordshire.

Policy NEOAOF: Northern Edge of Oxford Area of Focus

Planning permission will be granted for new development within this Area of Focus (AoF) where it would ensure that opportunities are taken to deliver the following (where applicable):

Supporting active travel

- a) Walking, cycling and wheeling infrastructure improvements should be delivered in accordance with the requirements of the Oxford Local Cycling and Walking Infrastructure Plan;
- b) Increased connectivity and permeability through developments so people can walk, cycle or wheel across the area and to other parts of the city including from the site

allocations adjacent to the city which are in Cherwell District (PR6a Land East of Oxford Road, and PR6b Land West of Oxford Road and PR6c Land at Frieze Farm,) and West Oxfordshire;

- c) Public transport provision enhancements, particularly those identified in the IDP relating to this area;
- d) A reduction in car parking in line with Policy C8;

High quality design which capitalises opportunities for growth

- e) Good urban design and place making across the AoF, including the introduction of new public open space;
- f) Successful integration of new development into the existing built environment and enhanced facilities for both new and existing communities.
- g) Careful consideration given to the design and height of new buildings to ensure that their impact does not have a detrimental upon views into or out of the city, including views from Port Meadow. Development proposals should be developed in accordance with Policy HD9 and where applicable with the site-specific allocation. Development proposals should respond positively to the surrounding area and should be informed by the High Buildings TAN.

Environmental improvements to benefit biodiversity and the community and future occupiers

- h) Enhancements to the existing Green Infrastructure network which could include landscaping planting; increasing tree cover; enhancing biodiversity green corridors and; incorporating the use of SuDs;
- i) Enhancements to existing public open space and creating new public open space, where possible, or where required by specific allocation policies.

Infrastructure

- j) Contributions towards expansion of Wolvercote Primary School (1.5-2 FE) to cater for growth in this area of north Oxford

Diamond Place and Ewert House



Site area	1.85ha
Ward	Summertown
Landowner	Oxford City Council and University of Oxford
Current Use(s)	Public car parks, academic offices, community centre
Flood zone	Flood Zone 1
Notable heritage assets	North Oxford Victorian Suburb Conservation Area to the south of the site, somewhat removed, but with potential for views. Grade II listed Diamond Cottages nearby to site. Potential presence of Prehistoric or Roman archaeological remains as adjacent to an area of known cropmarks of this origin.
Notable ecological features	Any potential for protected species on the site is likely to be limited to roosting bats in existing buildings. Falls within the impact risk zones for New Marston Meadows SSSI and Hook Meadow and the Trap Grounds SSSI. The site is within an area identified as having potential hydrological connectivity with the Oxford Meadows SAC.
Urban Greening Factor score	The site is likely to score below the Urban Greening Factor target.

Policy SPN1: Diamond Place and Ewert House

Planning permission will be granted for a mixed-use development including residential use. The minimum number of dwellings to be delivered is 135 (or if delivered as non-self-contained student accommodation, the equivalent number of rooms when the ratio is applied). If development is phased, it must be demonstrated that the remaining part of the site can deliver the remaining minimum number of dwellings.

A range of other uses would also be suitable, including the following:

- A community centre. Replacement of facilities will be required if the existing community centre is demolished (**Policy C3**);
- Healthcare facilities;
- Town centre supporting uses including additional shops/cafes/services/ Class E uses.
- Other complementary uses will be considered on their merits.

Open space, nature, flood risk

- a) As the site falls within the identified impact risk zone for the New Marston Meadows SSSI and Hook Meadow and the Trap Grounds SSSI, new development could have impacts on the functioning of these sensitive ecological sites. Planning permission will only be granted if it can be demonstrated that there would be no adverse impacts on the integrity of the SSSIs. Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water. Development proposals must incorporate sustainable drainage with an acceptable management plan (**Policy G6**).
- b) Development proposals must demonstrate that likely significant effects on groundwater recharge and water quality have been avoided, or mitigated where relevant, through the use of appropriate measures including SuDS (**Policy G6**).
- c) Development proposals involving subterranean development must include a hydrogeological investigation which must demonstrate that likely significant effects on groundwater flow have been avoided, or mitigated where relevant (**Policy G6**).
- d) Opportunities should be taken to enhance the ecological value of the site and to bring in greening features with considered landscaping.
- e) Greater visual and wildlife links with the green spaces to the east should be achieved by providing green fingers into the site, the current location of the shrubs south of Ewert House providing a particularly strong opportunity to achieve this.
- f) The open space requirement should be delivered in a way that is appropriate to the location of the site within a district centre but also where there are few green spaces and few attractive public outdoor areas to either meet or enjoy time sitting outside.

Urban design & heritage

- g) Development proposals should be designed with consideration of their impacts on the setting of the nearby conservation area and listed buildings (**Policy HD3**).
- h) Development should take into consideration the potential presence of Prehistoric or Roman archaeological remains (**Policy HD5**).
- i) Clear visual links through the site will be important to maintain legibility
- j) The site should provide high quality public open space that appeals to all senses and creates an area to meet and obtain respite in the centre of the busy district centre.
- k) New development should be designed to conceal unattractive views of the backs of Banbury Road shops and Ferry Leisure Centre roofline.
- l) Care needs to be taken to avoid overlooking of Summer Fields School, especially the boarding accommodation immediately to the north of the site.
- m) Public toilet facilities are currently located on the site. Development proposals should demonstrate how these facilities will be re-provided or justify an alternative approach.

Movement & access

- n) Residential development should be low car.
- o) The City Council will seek to minimise public car parking on the site to a level that is reasonable to serve the area, bearing in mind the public transport connections and its location with a district centre.
- p) The principal vehicular access, particularly to the replacement public car parking, should be from Banbury Road.
- q) Walking, cycling, and wheeling access should be provided through the site from the north to the southeast, connecting to Cherwell School and to Ferry Pool Road, together with walking, cycling and wheeling access safeguarded for any future development of the adjacent Summer Fields School ground. It should be explored

whether there is potential for improvements to the restricted width of the existing footpath/cycle way adjacent to the Bowls Club, which links to Cherwell School.

Elsfield Hall, Elsfield Way



Site area	0.39ha
Ward	Cuttesslowe
Landowner	Oxford City Council
Current Use(s)	Use Class E, vacant offices. A gym occupies the site on a license on a short-term basis.
Flood zone	Flood Zone 1
Notable heritage assets	N/A
Notable ecological features	Kendall Crescent Amenity Green Space is close to the site and there is potential to improve wildlife linkages or habitat continuity. Hedgerow and tree habitats can be found along the boundaries with the potential for bats and nesting birds. Part of the site is within an area identified as having potential hydrological connectivity with the Oxford Meadows SAC.
Urban Greening Factor score	The site is likely to score below the Urban Greening Factor target.

Policy SPN2: Elsfield Hall, Elsfield Way

Planning permission will be granted for residential development, with the minimum number of 27 dwellings delivered. Other complementary uses will be considered on their merits.

Open space, nature, flood risk

- a) Development proposals must demonstrate that likely significant effects on groundwater recharge and water quality have been avoided, or mitigated where relevant, through the use of appropriate measures including SuDS (**Policy G6**).

- b) Development proposals involving subterranean development must include a hydrogeological investigation which must demonstrate that likely significant effects on groundwater flow have been avoided, or mitigated where relevant (**Policy G6**).
- c) Currently the whole site is hard-surfaced with concrete so there is opportunity to improve permeable surfaces by introducing SUDs and permeable garden areas, and to provide biodiversity enhancements.
- d) Preliminary analysis suggests that the limited presence of green infrastructure features on the site currently means it is likely to score below the minimum thresholds for green surface cover as required by (**Policy G3**). As such, proposals will need to ensure that an appropriate proportion of green features are incorporated into the design of development to meet the minimum targets set out in the policy, demonstrated through submission of the Urban Greening Factor assessment.
- e) Vegetation, including hedgerows and trees on the boundaries should be retained and enhanced Opportunities for enhancements to the landscaping along the southern boundary with Elsfield Way/ A40 should be demonstrated in future development proposals.

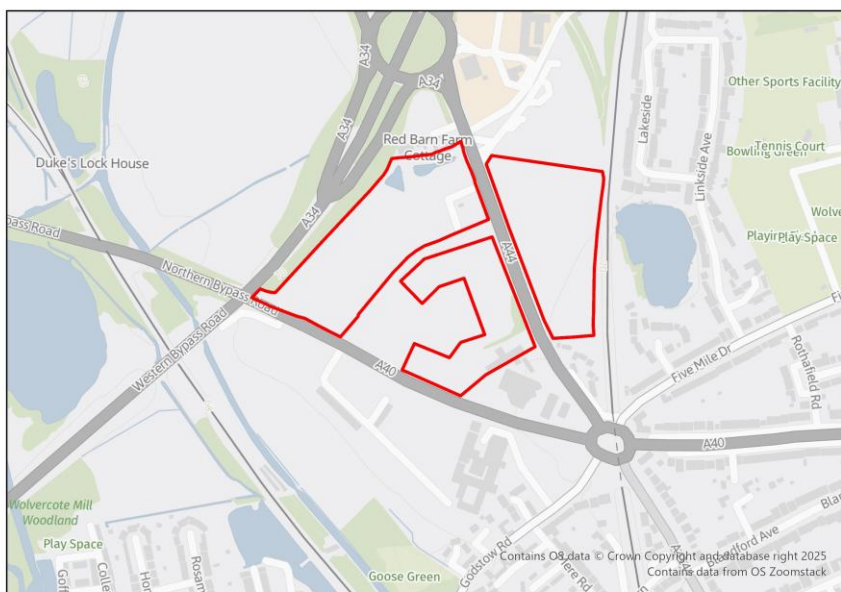
Urban design & heritage

- f) Opportunities should be taken to address and improve the staggered building line to the south of the site and improve the relationship with the Elsfield Way frontage.
- g) Development proposals should incorporate high-quality design and materials appropriate to the suburban setting (**Policy HD1**).

Movement & access

- h) Opportunities should be taken to develop and link into existing walking, cycling and wheeling routes.
- i) Development proposals should increase the permeability of the site for residents as well as the access to the adjoining recreation ground and footpaths across it.
- j) Proposals should be low car and support opportunities for walking, wheeling, and cycling.

Oxford North Remaining Phases



Site area	13.28 ha
Ward	Wolvercote
Landowner	Thomas White Oxford
Current Use(s)	Site is partially cleared and partially undeveloped greenfield
Flood zone	Flood Zone 1
Notable heritage assets	Close to Wolvercote Conservation Area designation so potential impacts on setting.
Notable ecological features	Within the impact risk zone of Wolvercote Meadows SSSI and Pixey and Yarnton Meads SSSI Part of the site is identified within the Local Nature Recovery Strategy (LNRS).
Urban Greening Factor score	The site is likely to score above the Urban Greening Factor target.

Policy SPN3: Oxford North Remaining Phases

Planning permission will be granted for mixed-use development including residential and knowledge-economy employment. The minimum number of dwellings to be delivered is 161 dwellings as part of mixed-use development. Other complementary uses will be considered on their merits.

The priority use for this site is to deliver the remaining residential commitment from the hybrid Oxford North permission.

The site is within a protected Key Employment Site with outline permission for employment development that directly supports the knowledge economy of Oxford. Permission will only be granted for further employment development at this site where the intended uses directly relate to the knowledge economy of Oxford: science and technology, research, bio-technology, spin-off companies from the universities and hospitals, or other intended uses that make a measurable contribution to those sectors. Applicants will be required to demonstrate how their proposals contribute to the knowledge economy of Oxford. The City Council will ensure that these uses are maintained into the future, using legal agreements/conditions

Open space, nature, flood risk

- a) The site is within the impact risk zones for the Wolvercote Meadows SSSI and the Pixey and Yarnton Meads SSSI. Development proposals should be accompanied by an assessment of ground water and surface water flows. If employment is proposed as part of development, an assessment of the employment use on air quality to demonstrate no impact on SSSI is required. All proposals should minimise impacts on air quality during construction phase (**Policy G6**).
- b) Planning permission will only be granted for developments that provide usable, well designed and good-quality publicly accessible green open space. At least 15% of the total site area must be provided as green public open space; this must be distributed so that at least 15% of any parcel proposed for residential development is green public open space.
- c) Small corner on western edge of the parcel on west of A44, and strip running down eastern boundary of the parcel to east of A44 is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for

further details.

- d) A 10m buffer to the balancing ponds must be incorporated into proposals (**Policy G2**).

Urban design & heritage

- e) The design of new development in this area must be accessible, permeable and legible to ensure easy access to and through the site for all users with priority for walkers, cyclists and wheelers.
- f) Design of new development must create a sense of place which has its own identity and with continuous and well-connected streets with well-defined building frontages.
- g) Development must ensure that there is a clear distinction between the public and private realms to ensure both private and public spaces are well designed and defined. Careful consideration must be given to the positioning of windows and lighting in this development to ensure there is good surveillance of the public realm, and to mitigate the impacts of the adjoining railway line and busy roads.
- h) A high density and landmark buildings style of development is appropriate in this location, whilst taking into account potential impacts on setting of Wolvercote Conservation Area (**Policies HD1**).

Movement & access

- i) Coordinated infrastructure delivery and protection of environmental assets are key to the success of the site, and prioritising good connectivity for walking, cycling, and wheeling and access to public transport from this area to the new residential developments on the unmet need housing sites in the adjoining Cherwell district.

Oxford University Press Sports Ground, Jordan Hill



Site area	3.65 ha
Ward	Wolvercote
Landowner	Oxford University Press
Current Use(s)	Private Sports Ground
Flood zone	Flood Zone 1

Notable heritage assets	The adjacent Wolvercote Cemetery and chapel has heritage interest and areas for various denominations and religions and includes graves of notable people including JRR Tolkien. General potential for Roman and prehistoric activity and specific interest for proximity to Lower Palaeolithic Wolvercote Channel (poorly understood and rare paleochannel with early hominin remains recorded in brick bit to the South East).
Notable ecological features	Local sites (Local Wildlife Sites, Oxford City Wildlife Sites, Local Nature Reserves)
Urban Greening Factor score	The site is likely to score above the Urban Greening Factor target.

Policy SPN4: Oxford University Press Sports Ground, Jordan Hill

Planning permission will be granted for residential development, playing pitches and public open space at Oxford University Press Sports Ground. The minimum number of homes to be delivered is 90 if the cricket pitch is retained on the site, or more if it is not. Other complementary uses will be considered on their merits.

Open space, nature, flood risk

- a) The capacity of the sports provision must be retained unless it can be demonstrated that it is surplus (which is not the case at the current time) or the loss of the sports provision can be otherwise compensated for (**Policy G1**).
- b) Any alternative provision must be delivered and operational prior to the occupation of residential development on the site.
- c) Public open space will be required onsite (**Policy G2**).
- d) Opportunities should be taken to create wildlife corridors through the site by enhancing the biodiversity of the hedgerow to the west of the site and connecting it to mature trees in the corner of the Wolvercote Cemetery. Likewise, opportunities should be taken to enhance the existing connection between the semi-natural habitats incorporating the golf course to the north, and the lake and cemetery to the south.
- e) Reprovision of pitches and of public open space along the southern boundary would help provide a buffer to the cemetery and provide a green link to the recreation ground.
- f) High quality green features within the site will be required, and this could be by gardens and landscaping along streets such as verges, planting and swales, which would help achieve the urban greening factor and contribute to biodiversity net gain.
- g) Development should be designed to ensure that there is no adverse impact on the Port Meadow SSSI and will be subject to appropriate traffic mitigation measures.
- h) Biodiversity surveys may need to assess the potential for species using the site or parts of the site as a wildlife corridor (nesting birds, foraging and commuting bats, badgers, reptiles and amphibians).

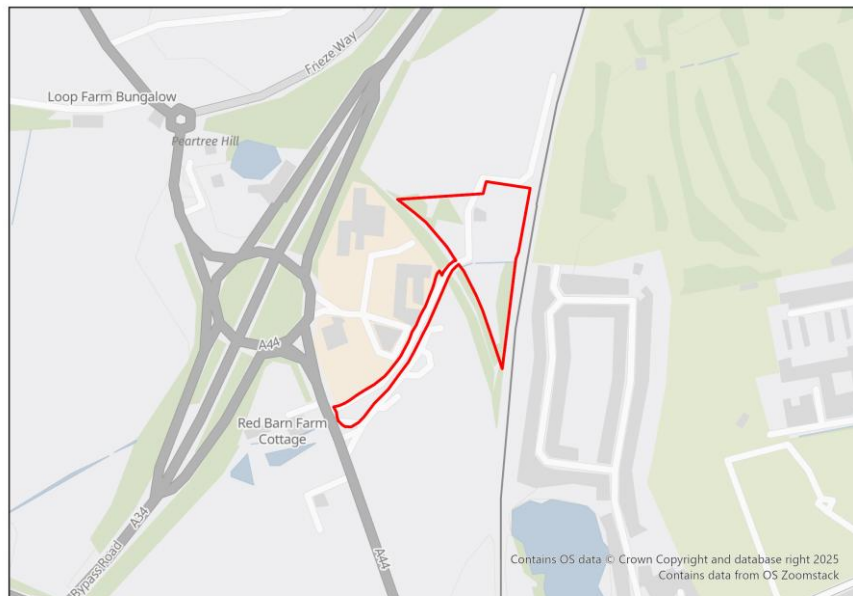
Urban design & heritage

- i) There is potential for higher density and heights than the surroundings, particularly in the centre and east of the site.
- j) Care will be required to avoid harm to the amenity of existing residential dwellings to the west.
- k) A clear street grid pattern will be appropriate.
- l) Development should take into consideration the potential presence of Prehistoric or Roman archaeological remains (**Policy HD5**).

Movement & access

- m) Vehicular access to the site should be from Jordan Hill. This is likely to be the only exit and entrance so the road layout will need to allow easy circulation around the site.
- n) The design should ensure walking, cycling, and wheeling access through to the adjacent proposed residential site in Cherwell District Council.
- o) Traffic generation should be limited, with low parking. Appropriate mitigation measures will be required to avoid any significant increase in traffic to the nearby Wolvercote and Cutteslowe roundabouts.

Pear Tree Farm



Site area	2.54 ha
Ward	Wolvercote
Landowner	Merton College
Current Use(s)	Farmland/greenfield plus farm buildings
Flood zone	Flood Zone 1
Notable heritage assets	This area is of archaeological interest for potential prehistoric and Roman remains, which will require further investigation as part of any sizable redevelopment.
Notable ecological features	Part of the site is identified within the Local Nature Recovery Strategy (LNRS). Substantial tree coverage on site.
Urban Greening Factor score	The site is likely to score above the Urban Greening Factor target.
Safeguarded Land	Part of this site allocation has been identified as having the potential to be within the Safeguarded Land for EWR (Oxford).

Policy SPN5: Pear Tree Farm

Planning permission will be granted for residential-led development at Pear Tree Farm. The minimum number of dwellings to be delivered is 111 dwellings. Other complementary uses will be considered on their merits.

Open space, nature, flood risk

- a) The site is contained by the railway line and by a belt of trees, and there is substantial existing tree coverage of the site, so design will need to consider the potential impacts on biodiversity. Due to the relatively vegetated nature of the site, it is likely to already score above the policy target for the Urban Greening Factor and proposals will need to ensure this score is not reduced. In order to maintain the score, proposals could seek to retain existing features wherever possible, particularly higher quality ones, including mature trees and green boundary features that would also help as buffers.
- b) The quality of all existing trees should be assessed against the criteria in table 1 of BS5837:2012 (or its latest iteration). High quality trees must be retained unless there is a robust over-riding policy-based justification. Moderate and low-quality trees should be retained where it is feasible to do so.
- c) Existing trees around the site should be retained to buffer the noise from the railway and separate the development from the more transient uses to the south (Park and Ride, hotels and petrol station).
- d) Public open space will be required onsite (**Policy G2**). The type and layout of this could take the form of wilder, natural areas that are more informal in design and can play a dual role in allowing people to get closer to nature, whilst also supporting existing species. Onsite open space could also help with maintaining the Urban Greening Factor score and for supporting biodiversity.
- e) Due to the potential for various types of species to be present onsite, a biodiversity survey will be required to assess the ecological value of the site. Development proposals are expected to demonstrate how any harm to biodiversity on the site will be avoided, mitigated or compensated.
- f) Majority of the site, apart from the long strip running southwest, is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.
- g) A site-specific Flood Risk Assessment (FRA) is required due to a substantial area of the site being at high risk from surface water flooding. The FRA should consider in detail the nature of the surface water flood risk to determine how quickly it occurs and the degree of hazard on site. The drainage strategy should be designed to manage runoff arising from the development and ensure surface water flood risk on and off the site is not increased (**Policy G7** and **Policy G8**).

Urban design & heritage

- h) The site is part of a larger field which is severed by the administrative boundary with Cherwell district, and while the adjoining parcel has been released from the Green Belt for future development is not currently identified for development in the adopted Cherwell Local Plan. The geometry of the part within Oxford means the design and layout of the site could benefit from being developed holistically with the rest of the field which lies within Cherwell (and all under the same landowner).

- i) Due to potential impacts of noise from the A34 and adjacent railway line and service station area, development proposals will need to demonstrate how layout of buildings and public spaces has been approached so as to minimise amenity impacts for users, and should also be informed by an acoustic design assessment that addresses the potential for significant environmental noise from these transport corridors (**Policy R8**).
- j) Block structure should help shield the development from the noise of the railway.
- k) A mixture of houses and small flatted blocks would give sufficient flexibility to negotiate the triangular site geometry and change in scale between the hotels on the adjoining services area and the adjoining housing on the east of the site.
- l) High quality natural materials such as brick and stone would raise the quality of the area.
- m) There is an opportunity to develop a roofscape which is richer and more diverse than its neighbours and the potential to reference agricultural building typologies or materials. Pitched roofscape that celebrates its rural, edge setting.
- n)** This area is of archaeological interest for potential prehistoric and Roman remains, which will require further investigation as part of any sizable redevelopment (**Policy HD5**).
- o) There is an opportunity to include well surveyed open space as part of the development, incorporating SuDs, play spaces and landscaping. Well surveyed public open space within the development to facilitate safe play spaces and sport. There should be a clear delineation between communal open space and private space associated with individual plots.

Movement & access

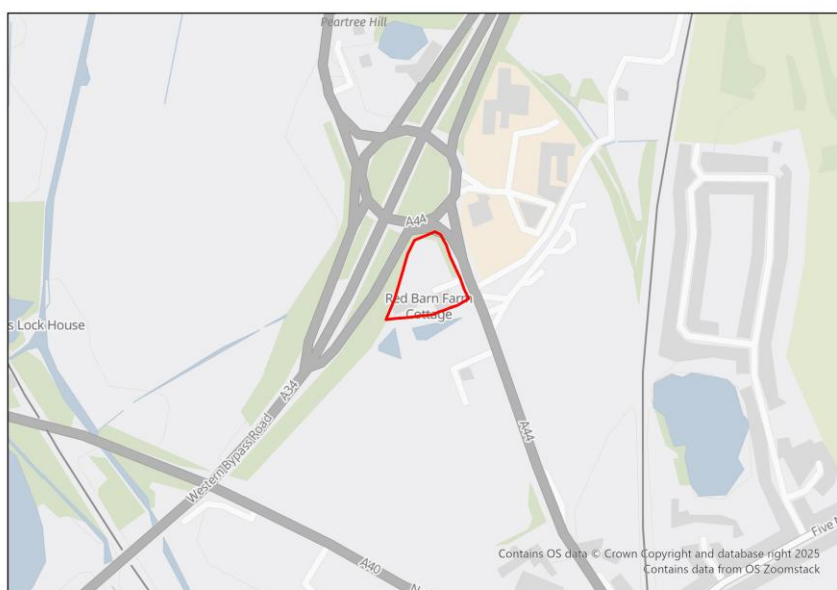
- p) Vehicle access to the site is a constraint as the current single-lane track would not be suitable for this development in its current form and would either need to be upgraded or an alternative access would be required to be appropriate for residential development.
 - i. If the existing farm track is upgraded, a new junction onto A44 would need to be agreed by the Highways Authority. The track would also need work to segregate walk, cycle, wheel and vehicle use to avoid conflicts. In addition, access for farm vehicles will need to be maintained should the remainder of the farmland (outside the city boundary) continue in operation. Appropriate lighting should balance the need for safe access with local ecology.
 - ii. There is also potential opportunity to create an alternative access through the Pear Tree service area.
- q) The layout and design of this area must also facilitate and not compromise the delivery of walking, cycling, and wheeling access through the site, over the footbridge across the railway line to Oxford Parkway station.
- r) May be opportunities to connect with residential development to the south, on a reconfigured park & ride, and the remainder of the Oxford North site (mixed use) (**Policy SPN3: Oxford North Remaining Phases**).
- s) Parking should be incorporated in the public realm where possible in well surveyed locations. Rear parking courts should be avoided.
- t) The land to the north of Northern Gateway lies in Cherwell, part of which is allocated in the Cherwell Local Plan partial review (site allocations PR6a&b). Development should make provision for future connectivity with any development of the sites in Cherwell, which should give potential for vehicular, walking, cycling and wheeling links. It is important that the unmet need sites are well-connected to Oxford, and development at Northern Gateway must facilitate access and

integration for those communities with existing north Oxford communities.

Additional Requirements

- u) Planning permission involving land safeguarded for East West Rail (Oxford) will not be granted until the East West Rail Company has been consulted and the procedure set out in the East West Rail Safeguarding Directions has been followed (**Policy I2**).

Red Barn Farm



Site area	0.96 ha
Ward	Wolvercote
Landowner	Merton College
Current Use(s)	Classroom/workshop/office buildings and a motorcross track.
Flood zone	Flood Zone 1
Notable heritage assets	Roman remains recorded in the area.
Notable ecological features	Onsite tree coverage around perimeter.
Urban Greening Factor score	The site is likely to score above the Urban Greening Factor target.

Policy SPN6: Red Barn Farm

Planning permission will be granted for employment development and ancillary uses to support the employment at Red Barn Farm. Other complementary uses will be considered

on their merits.

Permission will only be granted for employment development where the intended uses relate to the knowledge economy of Oxford: science and technology, research, bio-technology, spin-off companies from the universities and hospitals, or other intended uses that make a measurable contribution to those sectors. Applicants will be required to demonstrate how their proposals contribute to the knowledge economy of Oxford.

The site currently provides an important community function by providing education and training to disadvantaged and vulnerable young people, so any proposal will need to demonstrate that the facilities can be re-provided (**Policy C3**), which may be outside of the city.

Open space, nature, flood risk

- a) Block arrangements and design of outdoor spaces should seek to incorporate a variety of green infrastructure features, which may include trees and hedges, green roofs or linear features that can facilitate movement through the site and integrate with surrounding areas.
- b) Trees should be retained especially along perimeter with A34 to help buffer noise.

Urban design & heritage

- c) Red Barn Farm parcel is at a prominent location adjacent to the North Oxford development, and at a key entrance to the city. Given this gateway location, design should be high quality.
- d) 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, and the existing tree/hedgerow coverage along the edge of the A34.
- e) Due to potential impacts of noise and other pollutants from the adjoining A34 and A44, development proposals will need to demonstrate how layout of buildings and public spaces has been approached to minimise amenity impacts for users, including locating these away from these key pollution sources. This should also be informed by an acoustic design assessment that addresses the potential for significant environmental noise from these transport corridors (**Policy R4 and R8**).
- f) Proposals should undertake more in-depth evaluation of potential Roman remains (**Policy HD5**).

Movement & access

- g) 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. Alternatively, low-car development could be an option given the proximity of the park & ride.
- h) Opportunities should be taken to design the development to ensure it shall not compromise the delivery of the walking, cycling and wheeling improvements or the potential future direct cycle link to Oxford Parkway.

SOUTH INFRASTRUCTURE AREA

The South Infrastructure Area includes development sites such as Kassam Stadium, which are adjacent to the South Oxfordshire strategic development sites which will need to be closely integrated with the city, Land South of Grenoble Road (Policy STRAT 11) and Land at Northfield (Policy STRAT 12). The area also includes large employment sites such as ARC Oxford and the Oxford Science Park. Enhanced public transport to these sites will be

important as they grow, to provide a realistic alternative to car use for people travelling to the sites.

The opening up of passenger services along the Cowley Branch Line would provide a welcome public transport alternative for this area of the city. The branch line currently extends over three miles eastwards from Kennington Junction. The potential area of influence of the Cowley Branch Line (CBL), including where its passengers may come from, extends across this area. Two stations are proposed along the line at Littlemore/Oxford Science Park and in the vicinity of ARC Oxford/Oxford Retail Park and Blackbird Leys and Cowley. Major new developments coming forward in this area will be expected to make financial contributions towards the delivery of the Cowley Branch Line to mitigate the impact of their development.

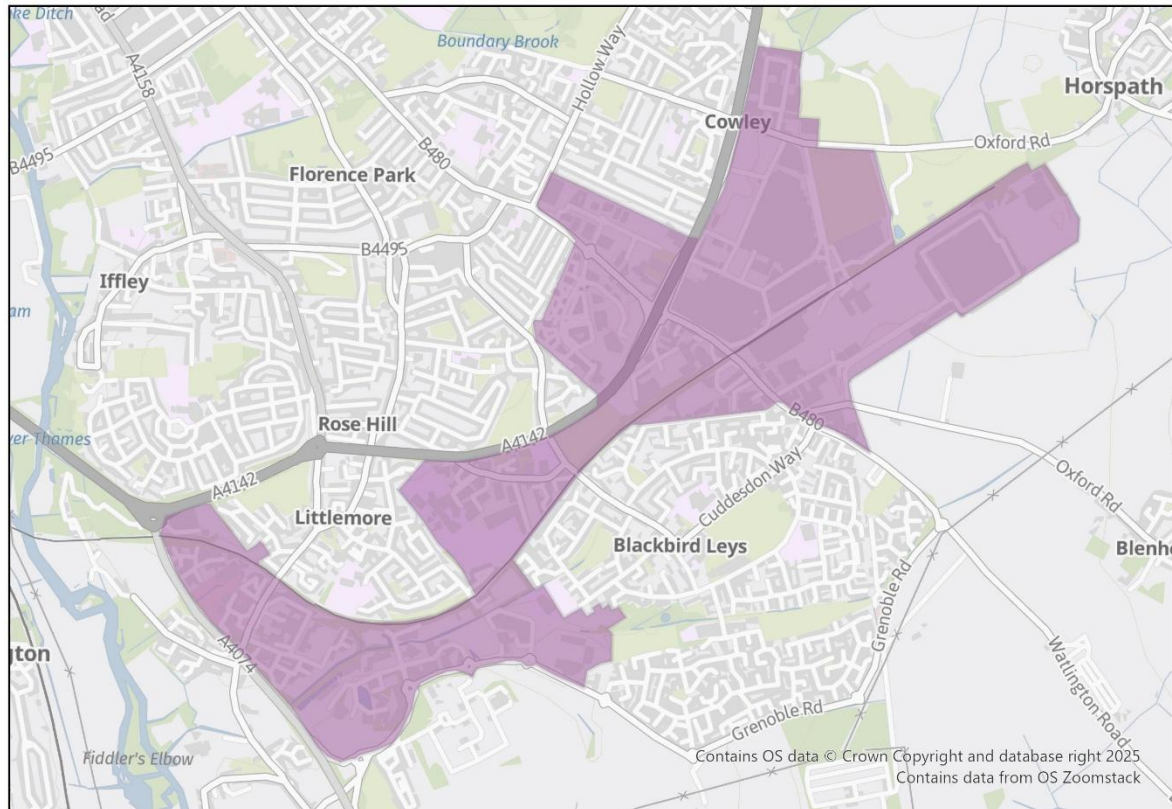
Good transport connectivity via public transport, walking, cycling and wheeling is a key need for this area if people are to be able to move easily between bus stops, potential stations, residential and employment areas and other facilities. This area includes the significant centres of Cowley and Blackbird Leys, which have many facilities essential to their local communities. The vibrancy of these centres needs to be maintained so they can continue to be gathering places offering a range of facilities and services.

Oxfordshire County Council's proposals to introduce an enhanced public transport service as part of the measures made possible through the proposed traffic filters will play an important contribution to this area.

Key considerations for infrastructure and design across the area are:

- Ensure good connectivity by foot and cycle and public transport across the area, including to the proposed locations of Cowley Branch Line stations
- Consider the connectivity of the area to the rest of the city and beyond into South Oxfordshire and the Vale of White Horse District Councils.
- Enhance public transport connectivity to help enable a reduction in car parking across the area
- Ensure land is safeguarded for stations and access for the proposed Cowley Branch Line.
- Increase public access to green spaces
- Ensure good urban design and place making opportunities are taken for the new residential areas to be brought forward
- Support the vibrancy of district and local centres in the area to ensure the facilities and services they include continue to be available
- Increase opportunities to enhance existing tree cover which is the lowest canopy cover across the city.

Cowley Branch Line Area of Focus



This Area of Focus (AoF) includes the area around the Kassam Stadium and the proposed Cowley Branch Line (CBL) where several of the city's key employment sites lie, including MINI Plant Oxford, Oxford Science Park and ARC Oxford, which all employ large numbers of people. Key objectives for this area include:

- Improving and enhancing connectivity to this part of the city by modes other than by private car.
- Creating connections to and between the CBL stations and the surrounding employment sites.
- Strengthening placemaking in this area by successfully integrating new development into the existing built environment and enhancing the existing neighbourhood.

There is a commitment to the re-instatement of passenger trains along the CBL within the Plan period. The opening up of passenger services along the CBL would provide an additional public transport alternative for this area of the city. The branch line currently extends over three miles eastwards from Kennington Junction. Two stations are proposed along the line at Oxford Science Park and in the vicinity of ARC Oxford on the site of the Sandy Lane Recreation Ground to the rear of the Tesco Superstore. The CBL would enable a wider catchment area of workers to be able to access important employment sites such as ARC Oxford and the Science Park by rail, which will help support the local, regional and national economy. There are secondary benefits of rail travel, such as the potential for reduced reliance on the private car, which brings with it the potential for improvements in air quality and reduced traffic congestion on the local highway network. In order for these new stations to be delivered it may be necessary for the closure and/or upgrade of existing level crossings as part of the Public Rights of Way Network. Level crossings in this area include Mallams footpath level crossing and Spring Lane level crossing.

As well as delivering benefits for some of Oxford's key employers, the delivery of the CBL has the potential to enrich the lives of residents by providing an accessible rail route into and

out of the area. Any infrastructure delivery associated with the CBL must therefore be accessible for residents as well as workers who may be commuting into the city from across the county and region. This transformational infrastructure will require significant investment from a number of sources including developer contributions. Development sites within this AoF will be expected to make financial contributions towards public transport, the delivery of the CBL including upgrading walking, cycling and wheeling access to the proposed stations to mitigate the impact of the developments. Walking, cycling and wheeling improvements are essential to the success of the area to improve connectivity and permeability, to other parts of the city and/or to destinations in the neighbouring districts.

In addition to changes resulting from the delivery of the CBL, the area will experience considerable transformation over the plan period as developments on the edge of the city in adjoining South Oxfordshire are built out as allocated strategic sites, particularly the Land South of Grenoble Road (Policy STRAT 11) and Land at Northfield (Policy STRAT 12). It is important that all opportunities are taken to ensure that these strategic developments on the city's boundaries are well connected for walkers, cyclists and wheelers.

These new developments must support existing public transport routes and the expansion of these routes where required to ensure people have the option to use public transport to move around the whole city not just routes that go to the city centre. This AoF also falls within the Littlemore Neighbourhood Plan area so proposals should take into account the community aspirations set out in the plan.

Oxford Stadium Conservation Area lies within this AoF, and Littlemore Conservation Area is within close proximity, both of which should be properly considered in any development proposals that come forward. The AoF also includes the Grade II* Listed Minchery Farmhouse which has been identified as being 'at risk' by Historic England. There are opportunities to preserve and enhance this heritage asset and its setting. The height, scale and massing of new development in this AoF should respond positively to the area and should be informed by the High Buildings TAN and, more specifically, the CBL Densification Study (2025). The CBL Densification Study (2025) supplements the High Buildings TAN by providing technical advice for this area of the city including heatmaps and identifications of important views out of the city towards the surrounding hills. Development proposals should demonstrate how they have been informed by this study.

The CBL AoF includes a variety of publicly accessible greenspace, both within and nearby. Given the predominantly employment-led nature of sites within this AoF, some sites have considerable hardstanding and limited green infrastructure to support habitat linkages. Several watercourses run through the site including the Northfield Brook and the Littlemore Brook. Fluvial flood risk within the AoF is broadly aligned with these watercourses. Surface water flood risk is also present within the AoF however, surface water flood risk occurs within the larger employment areas near to the Garsington Road interchange on the A4142 (eastern bypass).

Development within the AoF creates opportunities to deliver public open space enhancements, both within and near the AoF. It also presents opportunities to deliver habitat linkages within development sites through appropriate landscaping and planting, and through the creation of green roofs and walls as part of redevelopment proposals. Green roofs and walls can also form part of wider SuDS schemes, which can help manage flood risk (including surface water flood risk).

POLICY CBLAOF: COWLEY BRANCH LINE AREA OF FOCUS

Planning permission will be granted for new development within this Area of Focus (AoF) where it would ensure that opportunities are taken to deliver the following (where applicable):

Supporting active travel and infrastructure delivery

- a) The new Cowley branch Line (CBL) stations and walking, cycling and wheeling connections to and from these, including bridge access.
- b) Walking, cycling and wheeling infrastructure improvements in accordance with the requirements of the Oxfordshire Local Cycling and Walking Infrastructure Plan. Development proposals must take the opportunity to increase connectivity and permeability through developments so people can walk, cycle or wheel across the area and to other parts of the city including from the site allocations adjacent to the city which are in South Oxfordshire Local Plan 2035 (Strat 11 Land South of Grenoble Road and Strat 12 Northfield). Minchery Lane is a key connection between sites within and outside of the city boundary and should be enhanced.
- c) A reduction car parking in line with Policy C8;
- d) The safeguarding of land for walking, cycling and wheeling access to the proposed CBL railway stations, as referenced in Policies SPS12 Oxford Science Park and SPS15 Sandy Lane Recreation Ground, and connections to bus stops;
- e) Enhancements to public transport both improving existing bus services and towards the proposed CBL. Improved accessibility in the southeast of the city is needed to support the anticipated intensification of existing employment use and to improve accessibility to new residential development. The CBL would enable a reduction in car use in this area, supporting this employment use.

High quality design that responds to heritage assets while capitalising on opportunities for growth

- f) Good urban design and place making opportunities including delivery of new residential development on redundant retail parks;
- g) Strengthened placemaking in this area by successful integration of new development into the existing built environment and enhancement of facilities for both new, and existing, communities.
- h) Careful consideration given to the design and height of new buildings to ensure that their impact does not have a detrimental impact upon views from the historic core, or on surrounding low-rise residential areas. Development proposals should be developed in accordance with Policy HD9 and the site-specific allocation, where applicable. Development proposals should respond positively to the surrounding area and should be informed by the High Buildings TAN and, more specifically, the CBL Densification Study (2025).

Environmental improvements to benefit biodiversity and the community and future occupiers

- i) Enhancements to the existing Green Infrastructure network which could include landscaping, planting; increasing tree cover; enhancement of biodiversity green corridors and; incorporation of the use of SuDs;
- j) Enhancement of the existing Blue Infrastructure network which includes Littlemore Brook, Boundary Brook and Pottery Stream.
- k) Enhancement of existing public open space and create new public open space, where possible, or where required by specific allocation policies.
- l) Mitigation of potential negative air quality impacts that arise during the construction and operational phases;
- m) No adverse impact on the Minchery Farm, Littlemore and Northfield Brook and Spindleberry Park Oxford City Wildlife Sites (OCWS) without justification and/or mitigation in accordance with Policy G6.
- n) No adverse impact on the nearby Littlemore Railway Cutting and Brasenose Wood and Shotover Hill Sites of Special Scientific Interest (SSSI) without justification and/or

mitigation in accordance with Policy G6.

Infrastructure

- o) Financial contributions from trip-generating uses within a 1,500m buffer zone of the proposed CBL stations (where it falls within the city's boundaries) towards achieving public transport enhancements in this area, including, among other sustainable transport measures, the delivery of the CBL. Figures 8.5 and 8.6 show the extent of this buffer zone around both proposed railway stations and the site allocations that lie within it. Outside the 1,500m buffer area, financial contributions from new trip-generating development would be sought on a case-by-case basis. These will be tested in accordance with Paragraph 58 of the NPPF.;

474 Cowley Road



Site area	0.34ha
Ward	Donnington
Landowner	St John Care Trust
Current Use(s)	Former use as a commercial timber yard, now vacant.
Flood zone	Flood Zone 3a
Notable heritage assets	N/A
Notable ecological features	Potential interest from perimeter trees and overgrowth. Adjacent to Elder Stubbs Allotments.
Urban Greening Factor score	The site is likely to score above the Urban Greening Factor target.

Policy SPS1: 474 Cowley Road

Planning permission will be granted for residential development (or replacement facilities in the lawful use). The minimum number of dwellings to be delivered is 14. Other complimentary uses will be considered on their merits.

Open space, nature, flood risk

- a) Development proposals should retain and integrate existing trees and hedgerows

into the design wherever possible. Trees around the perimeter are particularly important to retain where possible, including as a buffer to the allotments.

- b) Replacement planting will be required where loss occurs to ensure no net loss of canopy cover.
- c) There is potential for the incorporation of green roofs, SuDS, and measures to enhance biodiversity and ecological connectivity on the site.
- d) Part of the site is located within Flood Zone 3 and Flood Zone 2, and a sequential approach should be taken to locating development on the site, with development prioritised first within Flood Zone 1 prior to consideration of any siting within Flood Zone 2 or 3a. A site-specific Flood Risk Assessment (FRA) will be required and should consider onsite routes and any infrastructure required to reach the access route. Areas of flood risk are present along the main access route to the site. Given there is no advance flood warning provision for the site, the potential for evacuation before a more extreme fluvial or pluvial flood, considering the effects of climate change for the lifetime of the development, needs to be considered by the FRA, with advice sought from the emergency services and the local authority's emergency planner (**Policy G7**). A site-specific FRA should also consider in more detail the nature of the surface water flood risk to determine how quickly it occurs and the degree of hazard on site.
- e) The drainage strategy for the proposed development should be suitably designed to manage additional runoff arising from the development and ensure that surface water flood risk on and off the site is not increased, noting that potential for infiltration SuDS is likely to be quite limited (**Policy G8**).

Urban design & heritage

- f) The site is backland, so development should be of a scale that does not dominate the surrounding residential area, reflecting surrounding residential form and density
- g) The use of high quality materials (brick, render, detailing) inspired by the local character would be appropriate (**Policy HD1**)

Movement & access

- h) Vehicular access for the site will continue from Cowley Road, ensuring there is provision for emergency/service vehicles to access the development
- i) Prioritisation of active travel will be sought, enhancing walking, cycling, and wheeling connections to Cowley Road and wider networks
- j) Opportunities for new and improved walking, cycling, and wheeling links to nearby recreation spaces should be taken to improve permeability through the site.



Site area	35.4ha
Ward	Temple Cowley
Landowner	ARC Oxford (majority)
Current Use(s)	Employment uses including office and lab space
Flood zone	Flood Zone 1
Notable heritage assets	<p>Temple Cowley Conservation Area is immediately adjacent to and runs parallel with the north-western site boundary along Hollow Way (B4495).</p> <p>Grade II Listed <i>Nuffield Press East Wing and Attached Former School House</i> is opposite to the western boundary of the site (Hollow Way).</p> <p>Site lies within a wider area of potential for Roman and pre-historic archaeology; it is heavily disturbed and close to a Roman pottery manufacturing zone. Individual plots should be considered on a case-by-case basis, based on the level of disturbance from the demolition of the Cowley car plant.</p>
Notable ecological features	Part of the site is identified within the Local Nature Recovery Strategy (LNRS).
Urban Greening Factor score	The site is likely to score below the Urban Greening Factor target.

Policy SPS2: ARC Oxford

Planning permission will only be granted for new development or redevelopment that modernises and intensifies the following uses:

- Research and development (R&D), laboratories and office accommodation (Use Class E)
- Light (Use Class E) and general (Use Class B2) industrial uses.
- An element of residential development will be supported at the site in accordance with **Policy E1**. Other complementary uses will be considered on their merits.

Open space, nature, flood risk

- a) Development proposals should:

- i. Deliver new and/ or enhance existing on-site open space. Any new open space provided should be designed to be accessible for all site users and visitors. Wider public access to on-site open space is encouraged.
 - ii. Provide landscaping that supports and sustains the delivery of a network of green corridors throughout the wider site.
 - iii. Demonstrate how improvements to existing on-site biodiversity (including at vacant plots), will be delivered. Development proposals involving vacant plots are expected to be supported by a biodiversity survey to assess the biodiversity value of the site. The survey should demonstrate how any harm will be avoided, mitigated, or compensated for.
 - iv. Seek to enhance existing ponds by undertaking sensitive management and restoration of ponds and pond complexes to improve biodiversity and water quality.
 - v. Ensure that surface water is appropriately managed on site using SuDS. Green walls and roofs are encouraged as they can help to manage surface water while delivering habitat connectivity and supporting the wider ecological network.
- b) A site-wide landscaping and public realm strategy for the site is encouraged and proposals for individual plots should then identify how they will align with/ comply with the overall strategy. Site-specific landscaping schemes should be prepared in accordance with **Policies G2, G3, G4 and G5**.
- c) Part of the site is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.

Urban design & heritage

- d) There are opportunities for intensification of uses on this site which may be possible through increased building heights. Heights should vary across the site and should be informed by design guidance in the High Buildings TAN and the CBL Densification Study. Higher buildings will be most appropriate within the core of ARC Oxford and along the Garsington Road / Eastern Bypass frontage, where development can be grouped together and will help to better define key gateways / routes. Given the prominence of ARC Oxford in the townscape - and potential impacts associated with higher buildings - there should be variations in scale and massing to limit the overall bulk of development; provide variation in roofscape; and allow views through the site to landscape beyond. Lower buildings will be most appropriate within the fringes of ARC Oxford to provide a suitable interface with surrounding residential areas. Proposals should demonstrate how they have been informed by the guidance set out in the High Buildings TAN and the CBL Densification Study (2025).
- e) Development proposals should be designed to deliver high quality public realm and buildings that establish a clear character for the site.
- f) Development proposals should seek to enhance and improve the amount and quality of public space and community buildings at the site.
- g) The site is of archaeological interest for potential Roman remains (although with some previous disturbance). This will require further investigation as part of any redevelopment (**Policy HD5**).

Movement & access

- h) Development proposals should:
- i. Contribute to, promote and support improved sustainable transport links

- including links to the proposed Cowley Branch Line station
- ii. Deliver improvements to the public realm that deliver high-quality well-designed spaces prioritising walking, cycling and wheeling.
- iii. Ensure that all site access points provide safe, suitable and appropriate access for all site users (i.e., people walking, cycling and wheeling). Fully contribute towards and/ or deliver a high-quality gateway to the site that provides safe, secure access under the A4142 (Eastern Bypass).
- iv. Contribute financially towards the provision of new walking, cycling and wheeling bridge over the railway that provides access to and from the new CBL station located near ARC Oxford.
- v. Seek to reduce the amount of surface level car-parking across the site.
- vi. Not propose new additional motor vehicle parking and should seek an overall reduction of parking in line with **(Policy C8)**.
- vii. Only provide new additional parking provision for blue badge and servicing **(Policy C8)**.
- i) Proposals assessed prior to the delivery of the CBL will be expected to show how car parking will be reduced once CBL becomes fully operational (i.e., two trains per hour).

Additional Requirements

- j) Due to the historic and current land uses proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant **(Policy R7)**.

Bertie Place Recreation Ground



Site area	0.67 ha
Ward	Hinksey Park
Landowner	Oxford City Council
Current Use(s)	Public playground and MUGA
Flood zone	Flood Zone 3b

Notable heritage assets	N/A
Notable ecological features	All of site is in Local Nature Recovery Strategy (LNRS). Site within the impact risk zone of the Iffley Meadows SSSI. Slow worm habitats, a protected species, may be found on site.
Urban Greening Factor score	The site is likely to score above the Urban Greening Factor target.

Policy SPS3: Bertie Place Recreation Ground

Planning permission will be granted for residential development with a public playground and MUGA re-provided on site at Bertie Place. The minimum number of dwellings to be delivered is 25. Other complementary uses will be considered on their merits.

Open space, nature, flood risk

- a) As the site falls within the identified impact risk zone for the Iffley Meadows SSSI, new development could have impacts on the functioning of this sensitive ecological site. Planning permission will only be granted if it can be demonstrated that there would be no adverse impacts on the integrity of the Iffley Meadows SSSI. Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water. Development proposals must incorporate sustainable drainage with an acceptable management plan (**Policy G6**).
- b) A site-specific Flood Risk Assessment (FRA) should consider onsite routes and any infrastructure required to reach the access route. Access/egress from the site is over land in moderate flood risk. The FRA should consider the evacuation requirements before the design event and a more extreme fluvial event. Early flood warning will be vital to ensure the access route can be utilised before floodwater inundates the junction of Old Abingdon Road and the A4144. The drainage strategy should be designed to manage runoff arising from the development and ensure surface water flood risk on and off the site is not increased, noting that potential for infiltration SuDS is likely to be quite limited (**Policy G7** and **Policy G8**).
- c) There must be adequate re-provision of the current recreation facilities to meet the needs of those who currently use the facilities (and the new residents). The playground should be re-provided within the site. Replacement of the Multi Use Games Area could be with an alternative type of facility or by improvements to the capacity of an existing one, provided the re-provision is in the neighbourhood and meets the recreation needs of teenagers.
 - Open space/public realm landscaping can also incorporate SuDS as part of mitigations against surface water flood risk.
- d) All of the site is identified within the Local Nature Recovery as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.
- e) A buffer should be retained along the river and railway wildlife corridors.

Urban design & heritage

- f) There is an opportunity for an increased level of density compared to the immediate surroundings to be delivered on the developable area of this site, subject to constraints arising from areas of flood risk. Increased density can be achieved by thoughtful consideration of layout and block typologies e.g. terraces as opposed to semidetached dwellings, rather than height due to amenity concerns of neighbouring dwellings (overlooking, overshadowing) and respecting

character of surrounding context.

- g) To further protect the amenity of adjoining neighbours, careful consideration should also be given to the back-to-back relationships to the existing neighbouring gardens, with setbacks, appropriate massing of buildings and suitable boundary treatments applied as needed.

Movement & access

- h) Care should be taken to ensure good circulation around the site for vehicles to avoid potential problems with a single in and out access.
- i) Development proposals should not unduly impede existing walking, cycling and wheeling routes through the site.

Additional Requirements

- j) Some areas of potential contamination are present on the site so proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).

Cowley Marsh Depot



Site area	1.71 ha
Ward	Temple Cowley
Landowner	Oxford City Council
Current Use(s)	City Council depot, storage for refuse vehicles
Flood zone	Flood Zone 3b
Notable heritage assets	The only heritage asset is a very small part of site in the northern corner which is within Crescent Road View Cone.
Notable ecological features	Part of the site is identified within the Local Nature Recovery Strategy (LNRS). Boundary Brook adjoins the eastern boundary of the site.
Urban Greening Factor score	The site is likely to score below the Urban Greening Factor target.

Policy SPS4: Cowley Marsh Depot

Planning permission will be granted for residential development and public open space at Cowley Marsh Depot. The minimum number of dwellings to be delivered is 83 homes net gain. Other complementary uses will be considered on their merits.

Prior to the development of the site the City Council depot use must be relocated. The City Council also owns the two residential properties within the site, which could potentially be incorporated into a comprehensive redevelopment of the site. Other complementary uses will be considered on their merits.

Open space, nature, flood risk

- a) Preliminary analysis suggests that the limited presence of green infrastructure features on the site currently means it is likely to score below the minimum thresholds for green surface cover as required by **Policy G3**. As such, proposals will need to ensure that an appropriate proportion of green features are incorporated into the design of development to meet the minimum targets set out in the policy, demonstrated through submission of the Urban Greening Factor assessment. These could include introducing green roofs.
- b) Public open space will be required onsite (**Policy G2**). The location of the public open space should take into account opportunities to provide connections and enhancements to the adjoining Cowley Marsh Recreation Ground.
- c) An area of land along the southern boundary is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.
- d) Proposals should retain and enhance existing hedgerows around the site boundary and trees around and within the site. Opportunities to support and enhance biodiversity should also include creating connections into wildlife corridors in the adjoining playing fields and Cowley Marsh Nature Reserve/Boundary Brook/Barracks Lane.
- e) Currently the whole site is hard-surfaced with concrete, therefore proposals should seek to improve permeable surfaces by introducing SUDs (**Policy G8**) which could include permeable garden areas. Opportunities should be taken to protect and enhance the watercourse adjoining the site and a 10m buffer should be retained between the edge of the watercourse and the built development (**Policy G2**).
- f) A sequential approach must be taken to locating development on the site. A site-specific Flood Risk Assessment (FRA) will be required which should also investigate the flood risk the presence of the nearby culvert presents and identify the residual risks relating to the lack of maintenance or blockages of this watercourse. The findings of this investigation should inform the sequential test in order to avoid any areas of potential risks. The FRA should also consider onsite routes across the site and any infrastructure required to reach the proposed access route. Areas of significant flood risk are present along the main access route to the site, and the FRA should consider the evacuation requirements before the design event and a more extreme fluvial event, with advice to be sought from the emergency services, including the local authority's emergency planner. The drainage strategy should be designed to manage runoff arising from the development and ensure that surface water flood risk on and off the site is not increased (**Policy G7** and **Policy G8**).
- g) Because of the current use as a depot with a fuel station, some areas of potential contamination are present on the site so proposals will be required to include an

appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).

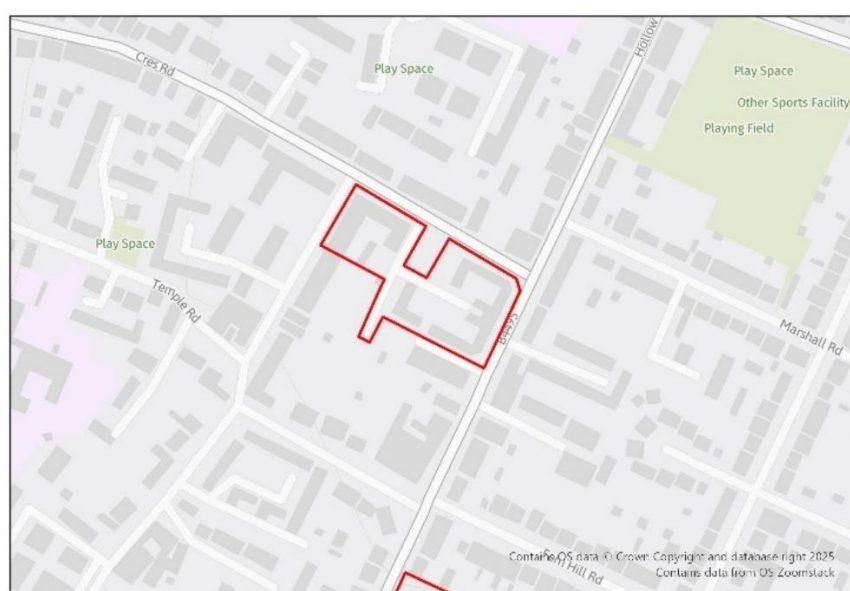
Urban design & heritage

- h) The Crescent Road View Cone crosses the northern corner of the site; proposals should be designed in a way that responds to this protected view (**Policy HD6**). Heights of buildings should also be compatible with surrounding residential streets.
- i) Opportunities should be taken to increase permeability of the site including improving and/or creating access to the adjoining recreation ground and the footpaths across it, and the nearby Sustrans route along Boundary Brook.
- j) Proposed developments should demonstrate activation of the boundary with the adjoining Cowley Marsh Recreation Ground and improve active frontages along Marsh Road.

Movement & access

- k) Opportunities should be taken to develop and link into existing walking, cycling and wheeling routes including the nearby Sustrans route along Boundary Brook.

Crescent Hall



Site area	0.9 ha
Ward	Temple Cowley
Landowner	Oxford Brookes University
Current Use(s)	Student accommodation
Flood zone	Flood Zone 1
Notable heritage assets	Located immediately adjacent to the Temple Cowley Conservation Area
Notable ecological features	Mature trees within/ along the perimeter of the site fronting Crescent Road, Junction Road and Hollow Way which are protected by the Oxford City Council Crescent Road (No.1) Tree Preservation Order 1998.
Urban Greening Factor score	The site is likely to score above the Urban Greening Factor target.

Policy SPS5: Crescent Hall

Planning permission will be granted for residential development and/or student accommodation on the site. The minimum number of dwellings to be delivered on the site is 75 net gain (or, if delivered as student rooms, the number of rooms that equate to this when the relevant ratio is applied). Other complementary uses will be considered on their merits.

Open space, nature, flood risk

- a) Proposals should seek to retain existing features where possible, particularly higher quality elements like large mature trees, many of which are protected under a TPO as well as boundary features that help preserve amenity.
- b) Green infrastructure should be enhanced in lower quality areas with a greater variation in planting and new habitat around the new buildings.
- c) The potential presence of priority species/habitats on the site (roosting bats and nesting birds) should be investigated through appropriate biodiversity surveys and any impacts on these addressed accordingly.

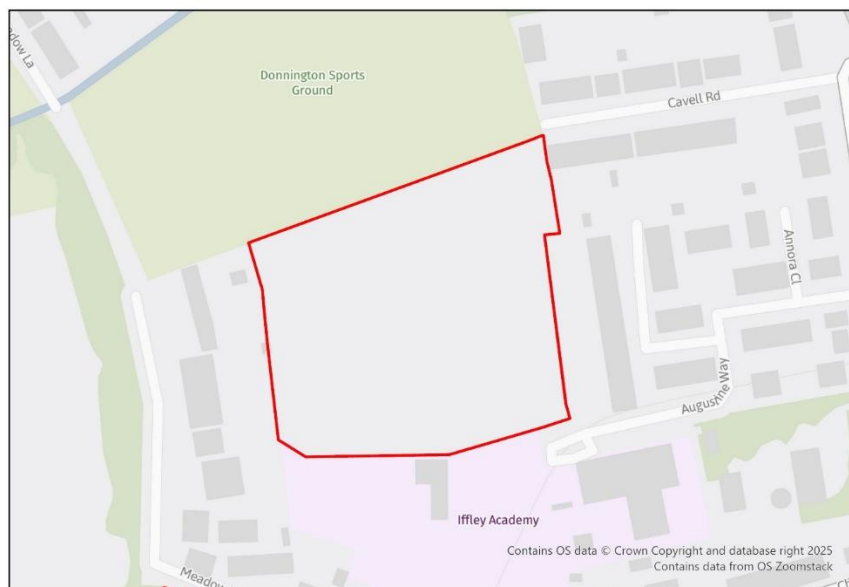
Urban design & heritage

- d) In the case of infill development, proposals should complement the materials of the existing development (**Policy HD1**).
- e) Proposals should be designed in a way that is sensitive to the Temple Cowley Conservation Area of which it lies adjacent to, particularly regarding heights, massing, roofscape and impacts on local character and street scene (**Policy HD3**).
- f) Opportunities should be taken to improve the interface with the surrounding streets, particularly along Crescent Road and Hollow Way.

Movement & access

- g) Opportunities should be taken to consolidate car parking and reduce the car-dominated feeling of the buildings within the site.
- h) Circulation within the site should prioritise walking, cycling and wheeling.
- i) New residential development should be low car.
- j) Unless a safe alternative can be demonstrated, the principal access should remain in the same location, although opportunities to increase permeability for walkers, cyclists and wheelers should be considered.

Former Iffley Mead Playing Field



Site area	2.04ha
Ward	Rose Hill and Iffley
Landowner	Oxfordshire County Council
Current Use(s)	Vacant Greenfield
Flood zone	Flood Zone 1
Notable heritage assets	Iffley Conservation Area is adjacent to the site. The site is not within a view cone but there is potential for it to impact views from the Rose Hill View Cone. The site has general archaeological potential, as it is located 70m from a Neolithic pit circle and there is potential for further remains. It also has potential for Early Saxon settlement as the Archeox excavation to the north recovered a significant amount of Saxon pottery.
Notable ecological features	It has been vacant for some time and so there is potential for biodiversity value. Site is within the impact risk zone for Iffley Meadows SSSI.
Urban Greening Factor score	The site is likely to score above the Urban Greening Factor target.

Policy SPS6: Former Iffley Mead Playing Field

Planning permission will be granted for residential development and public open space at the former Iffley Mead Playing Field site. The minimum number of dwellings to be delivered is 84. Other complementary uses will be considered on their merits.

Open space, nature, flood risk

- a) Public open space will be required onsite (**Policy G2**). This open space must be accessible to existing residents and could incorporate a well-designed secure children's play area alongside some Sustainable Urban Drainage Systems (SUDS).
- b) The ecological value of the site must be assessed as part of a planning application and existing green features such as mature trees and hedgerows should be retained or enhanced. A biodiversity survey should be submitted in support of any development proposals to demonstrate any harm is avoided, mitigated or compensated for.
- c) As the site falls within the identified impact risk zone for the Iffley Meadows SSSI,

new development could have impacts on the functioning of this sensitive ecological site. Planning permission will only be granted if it can be demonstrated that there would be no adverse impacts on the integrity of the Iffley Meadows SSSI. Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water. Development proposals must incorporate sustainable drainage with an acceptable management plan (**Policy G6**).

Urban design & heritage

- d) Proposals should ensure that the design has taken into consideration the impact on the setting of the Iffley Conservation Area (**Policy HD3**) and on views, particularly from the Rose Hill view cone (**Policy HD6**).
- e) Proposals should ensure that the archaeological assets are appropriately investigated and responded to (**Policy HD5**). Any sizable development will require pre-determination evaluation (geophysical survey and trenching).

Movement & access

- f) Augustine Way offers the greatest potential for vehicular access, but this would be shared with access to the adjacent Iffley Academy school. Therefore, proposals should ensure that access to the site can be achieved without being detrimental to the school.
- g) Limited vehicle movements would be beneficial and as the site is located in a CPZ, low car development would be supported.
- h) Opportunities to access the site for walkers, cyclists and wheelers from Cavill Road and through the adjacent recreation ground to the north should be explored.

Kassam Stadium



Site area	6.52ha
Ward	Littlemore and Northfield Brook
Landowner	Firoka
Current Use(s)	Football stadium with associated conference facilities, parking

Flood zone	Flood Zone 3b
Notable heritage assets	Within setting of Minchery Farmhouse Grade II* listed building.
Notable ecological features	Close to Spindleberry Park Oxford City Wildlife Site, Littlemore and Northfield Brook OCWS along northern edge, close to Minchery Farmhouse OCWS. Nearby peat deposits to the west, alongside the brook. Part of the site is identified in the Local Nature Recovery Strategy (LNRS).
Urban Greening Factor score	The site is likely to score below the Urban Greening Factor target.

Policy SPS7: Kassam Stadium

Planning permission will be granted for residential-led development and public open space on the Kassam Stadium site. The existing stadium provides a number of functions currently, and replacement of the local, community role of these facilities will be expected. There is also a precedent for employment-related uses, so these will be acceptable as a secondary use on the site. The minimum number of new homes to be delivered is 290. Other complementary uses will be considered on their merits. This site is linked to **SPS11** and **SPS13**, and a flexible approach will be taken to how the required uses are spread across the sites, but this must be led by a masterplan that shows how minimum housing numbers will be achieved overall.

Open space, nature, flood risk

- a) Development should not have an adverse impact on the Oxford City Wildlife Site.
- b) A 10m buffer to the brook should be retained and used to create an enhanced wildlife corridor. Tree edges that screen the surrounding residential districts should also be retained.
- c) At least 10% of the sites should be used for public open space (**Policy G2**). The opportunity should be taken to weave this through the site as green space with pocket parks, creating a green corridor that links Fry's Hill Park and Spindleberry Nature Reserve to the surrounding landscape. This also ensures the links to the rural landscape beyond, with characteristic fragments remaining, is retained.
- d) A sequential approach must be taken to locating development on the site. Development should avoid the areas of Flood Zone 3 along the brook (**Policy G7**).
- e) A site-specific Flood Risk Assessment (FRA) will be required with a drainage strategy to manage runoff and ensure surface water flood risk at the site and around is not increased. Infiltration SuDS solutions may be possible because of the geology, so a geotechnical investigation may be needed (**Policy G7** and **Policy G8**).
- f) An area of land along the northern boundary of the site is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.

Urban design & heritage

- g) Design should inject character and a sense of place into this area (**Policy HD1**).
- h) The interface between the edges of the sites and the surroundings is particularly important. The likely change in character along Grenoble Road as development takes place to the south should be reflected in the style of development along the

southern edge. The northern edge is bounded by the brook and green infrastructure should be retained and enhanced.

- i) Development should ensure an enhancement to the setting of the Minchery Farmhouse (**Policy HD3**).
- j) The potential for prehistoric, Roman and medieval archaeology will need to be explored as part of any redevelopment (**Policy HD5**).

Movement & access

- k) Development should contribute to improvements to the walking, cycling and wheeling route from Priory Road, which will be an important route to the new branch line station. Development proposals should be designed to be permeable and readable, with obvious routes through to Grenoble Road, the east of the site and across to site **SPS11** and Priory Road.
- l) Vehicular access should continue to be from Grenoble Road and design should ensure there is easy circulation for vehicles to and from site **SPS11**.

Additional requirements

- m) Because the site includes areas of filled ground, some areas of potential contamination are present on the site, so investigation will be required, and remedial works may be required (**Policy R5**)

Land at Meadow Lane



Site area	0.99 ha
Ward	Rose Hill and Iffley
Landowner	Oxford City Housing Ltd
Current Use(s)	Private green space, in the past rented out for horse grazing
Flood zone	Flood Zone 3b
Notable heritage assets	Within the Iffley Conservation Area; Grade II listed Townsend Close and Tudor Cottage buildings nearby on Church Way Within Rose Hill View Cone

	Potential presence of Iron Age and Roman archaeological remains.
Notable ecological features	Site is within the impact need zone for Iffley Meadows SSSI Site identified in Local Nature Recovery Strategy (LNRS) Adjacent to watercourse
Urban Greening Factor score	The site is likely to score above the Urban Greening Factor target.

Policy SPS8: Land at Meadow Lane

Planning permission will be granted for residential development at Land at Meadow Lane. Other complementary uses will be considered on their merits.

Open space, nature, flood risk

- a) As the site falls within the identified impact risk zone for the Iffley Meadows SSSI, new development could have impacts on the functioning of this sensitive ecological site. Planning permission will only be granted if it can be demonstrated that there would be no adverse impacts on the integrity of the Iffley Meadows SSSI. Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water. Development proposals must incorporate sustainable drainage with an acceptable management plan (**Policy G6**).
- b) The site is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.
- c) A detailed assessment of the site's value for invertebrates and the impacts of the proposed development will be required, with mitigation and compensation measures delivered that fully offset these impacts and functionally support notable species.
- d) Any proposed development on the site will require a detailed assessment of protected species, which should inform a package of mitigation and compensation measures that ensure there are no residual impacts on the protected species.
- e) The strong belt of vegetation on the southern boundary should be retained and other existing vegetation on the site should be retained and enhanced where possible and when needed as enhanced habitat for invertebrates, following the mitigation hierarchy.
- f) Part of the site is located within Flood Zone 3 and Flood Zone 2, and a sequential approach should be taken to locating development on the site, with development prioritised first within Flood Zone 1 prior to consideration of any siting within Flood Zone 2 or 3a. A site-specific Flood Risk Assessment (FRA) will be required and should consider onsite routes and any infrastructure required to reach the access route (**Policy G7**).
- g) A buffer should be retained alongside the watercourse.

Urban design & heritage

- h) Development proposals should be designed with consideration of the impact on the Conservation Area and heritage assets adjacent to the site (**Policy HD3**).
- i) Development should be of relatively low density and height to allow for suitable plot size and spacing between buildings and integration of green infrastructure as appropriate to the semi-rural character of the Iffley Conservation Area.
- j) Proposals should ensure that the archaeological assets are appropriately

investigated and responded to (**Policy HD5**).

Movement & access

- k) Opportunities to improve walking, cycling and wheeling links should be taken to link into existing networks.
- l) The semi-rural character of surrounding streets should be maintained and the perception of these as safe for walking, cycling and wheeling not compromised. To achieve this the site should generate minimal traffic, with low parking levels.
- m) The vehicle access point should be chosen to minimise transport impacts and to minimise impacts on the character of the conservation area.

Additional Requirements

- n) Some areas of potential contamination are present on the site so proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).

Littlemore Mental Health Centre, Sandford Road



Site area	6.6ha
Ward	Littlemore
Landowner	Oxford Health NHS Foundation Trust
Current Use(s)	Hospital and Staff/Student Accommodation
Flood zone	Flood Zone 1
Notable heritage assets	The site has archaeological potential and is located close to the Littlemore Conservation Area which contains a number of heritage assets.
Notable ecological features	Site is within 200m of a SSSI (Littlemore Railway Cutting) and has established vegetation, trees and hedgerows within the site/on the site boundary.

Urban Greening Factor score	The site is likely to score below the Urban Greening Factor target.
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Policy SPS9: Littlemore Mental Health Centre

Planning permission will be granted for hospital use, and associated residential development which may include employer-linked housing or student accommodation. Other complementary uses will be considered on their merits.

Open space, nature, flood risk

- a) Development proposals must ensure that existing green infrastructure features on the site are protected and that opportunities are sought to enhance these. An Urban Greening Factor assessment will need to be produced and submitted. Planning permission will only be granted if an appropriate proportion of green features are incorporated into the design of development to meet the minimum targets (**Policies G1, G2 and G3**).
- b) Existing onsite biodiversity should be retained, enhanced and integrated into development proposals (**Policies G2 and G4**).
- c) Existing drainage features such as the pond and brook should be maintained, enhanced and integrated into the landscape scheme, potentially creating wildlife corridors through the site (**Policy G8**).
- d) The potential presence of priority species/habitats on the site should be investigated through appropriate biodiversity surveys and any impacts on these addressed accordingly. Proposals should also consider impacts on the surrounding areas, particularly, the nearby Littlemore Railway Cutting SSSI (**Policy G6**).
- e) Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water. Development proposals must incorporate sustainable drainage with an acceptable management plan (**Policy G7**).

Urban design & heritage

- f) Proposals should ensure that the archaeological assets are appropriately investigated and responded to (**Policy HD5**).
- g) Development proposals should be designed with consideration of their impact on the nearby Littlemore Conservation Area and nearby heritage assets (**Policies HD1 and HD3**).
- h) Due to potential impacts of noise and other pollutants from traffic on the A4074, development proposals will need to demonstrate how layout of buildings and public spaces has been approached so as to minimise amenity impacts for users, including locating these away from these key pollution sources. This should also be informed by an acoustic design assessment that addresses the potential for significant environmental noise from these transport corridors (**Policies R4 and R8**).

Movement & access

- i) Development proposals should demonstrate better management of the existing parking on the site to ensure the most efficient use of land is made.
- j) Proposals should also improve accessibility through the site, additional routes that effectively separate walking, cycling and wheeling from visitor or servicing traffic, will be encouraged. These measures should be set out within a transport assessment and travel plan and reflected in an agreed masterplan (**Policy C6**).

Additional requirements

- k) As the site has a long standing healthcare use, proposals will be required to include an appropriate site contamination investigation and demonstrate how

contamination issues will be resolved where relevant (**Policy R7**).

MINI Plant Oxford



Site area	69.9ha
Ward	Blackbird Leys
Landowner	BMW (UK) Manufacturing Ltd
Current Use(s)	Car manufacturing plant
Flood zone	Flood Zone 1
Notable heritage assets	Site is of archaeological interest as the Dorchester-Alchester Roman road runs through the site and there is potential for roadside settlement. Archaeological remains from the Bronze Age and Roman remains have also previously been recorded.
Notable ecological features	Part of site identified in Local Nature Recovery Strategy (LNRS). Site is located within the impact risk zone of the Brasenose Wood and Shotover Hill SSSI, but this SSSI is sensitive to recreational pressure, which is unlikely to be generated by development of this site.
Urban Greening Factor score	The site is likely to score below the Urban Greening Factor target.

Policy SPS10: MINI Plant Oxford

Planning permission will be granted for the intensification and modernisation of the MINI Plant Oxford site to make the most efficient and effective use of the land in accordance with **Policy E1** and in recognition of its importance as a key employment site.

Development and/or changes of use of buildings to Class B2 (general industrial), Class E (offices and light industrial) together with Class B8 warehousing uses or other complementary uses will be supported in principle, even though they may result in a loss of jobs, where these uses are shown to be important to the successful operation of the MINI Plant Oxford.

Open space, nature, flood risk

- a) Proposals should include additional greening onsite to help meet the Urban Greening Factor target and maximise the other functional benefits this can provide (e.g. for climate resilience including reducing surface water flood risk, and general amenity). This could be achieved in various ways, including introducing new green features or enhancing existing features on the site.
- b) Parts of the site, including areas along the north and eastern boundaries, the railway line and a north-south strip to the south of the railway line, are identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.

Urban design & heritage

- c) The MINI Plant Oxford site sits in a 'gateway' location and therefore new development should positively respond to its setting and its relationship to key frontages adjacent to the Eastern By-Pass, Garsington Road and Horspath Road. Opportunities to enhance public realm and improve the experience of the site boundaries when viewed from beyond the site should be maximised wherever redevelopment and operational requirements allow.
- d) Building design and arrangement will need to be guided by the operational needs of the site, however, proposals should seek to bring forward development that responds sympathetically and contributes positively to the surrounding area including blending into surrounding views, particularly where these front onto the boundaries of the site.
- e) Whilst there are limited constraints on the site, considerations around heights, scale and massing should factor in how the developments will be viewed from afar and on the approach, so as to reduce feelings of overbearing and dominating of the adjacent streetscape. Variations in materials, including selection of materials and how they are placed, could help to add visual interest to frontages and reduce homogeneity particularly when experienced from outside the site.
- f) There is potential for archaeological remains onsite such as Bronze Age and Roman remains, and those related to the Dorchester- Alchester Roman Road. Proposals should ensure that the archaeological assets are appropriately investigated and responded to (**Policy HD5**).

Movement & access

- g) There are various access points into the site of varying quality and proposals should explore opportunities to improve these wherever possible and where operational requirements allow.
- h) Whilst the site is fairly accessible, proposals should explore ways to provide for improved walking, cycling and wheeling routes, including making enhancements to the existing network and key junctions, as well as providing better connections to existing and planned major developments in the area.
- i) Opportunities should be taken through the development of this site to support sustainable travel by providing greater public transport links and services, including supporting linkages for passengers utilising the future Cowley Branch Line, as appropriate.

Additional requirements

- j) Impacts of traffic noise and potential air pollution should be considered as part of the design process and responded to where necessary through appropriate design measures, particularly on the boundaries of the site adjacent to the By-Pass and Horspath Road (**Policy R4 and R8**).

- k) There is the potential for land contamination on the site due to current or previous uses. Proposals may be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).

Overflow Car Park at Kassam Stadium



Site area	2.29ha
Ward	Northfield Brook
Landowner	Firoka
Current Use(s)	Overflow parking for the nearby football stadium
Flood zone	Flood Zone 3b
Notable heritage assets	Close to Minchery Farmhouse Grade II* listed building and close to Littlemore Conservation Area. Potential for prehistoric, Roman and Medieval archaeology. The archaeology is dispersed and mostly focused around the fringes
Notable ecological features	Close to Spindleberry Park Oxford City Wildlife Site and close to Minchery Farmhouse OCWS. Littlemore and Northfield Brook OCWS along northern edge of the site. Nearby peat deposits to the southwest alongside brook. Part of the site is identified in the Local Nature Recovery Strategy (LNRS).
Urban Greening Factor score	The site is likely to score below the Urban Greening Factor target.

Policy SPS11: Overflow Car Park at Kassam Stadium

Planning permission will be granted for residential-led development and public open space on the Overflow Car Park at Kassam Stadium site. The minimum number of new homes to be delivered is 100. Other complementary uses will be considered on

their merits. This site is linked to **SPS7** and **SPS13**, and a flexible approach will be taken to how the required uses are spread across the sites, but this must be led by a masterplan that shows how minimum housing numbers will be achieved overall.

Open space, nature, flood risk

- a) A buffer should be retained along the railway corridor to allow for the movement of protected species such as slow worms. A 10m buffer to the brook should be retained and used to create an enhanced wildlife corridor. Tree edges that screen the surrounding residential districts should also be retained.
- b) At least 10% of the sites should be used for public open space (**Policy G2**). The opportunity should be taken to weave this through the site as green space with pocket parks, creating a green corridor that links Fry's Hill Park and Spindleberry Nature Reserve to the surrounding landscape. This also ensures the links to the rural landscape beyond, with characteristic fragments remaining, is retained.
- c) Development should not have an adverse impact on the Oxford City Wildlife Site.
- d) A sequential approach must be taken to locating development on the site. Development should avoid the areas of Flood Zone 3 along the brook and across the whole southwest corner, and these areas should be integrated into the buffer. This corner would be suitable for either pooled parking or the largest area of open space, as long as access routes to the south and west are easily identified. (**Policy G7**).
- e) Areas of surface water flood risk are present along the access routes. A site-specific Flood Risk Assessment (FRA) will be required with a drainage strategy to manage runoff and ensure surface water flood risk at the site and around is not increased. Infiltration SuDS solutions may be possible because of the geology so a geotechnical investigation may be needed (**Policy G7** and **Policy G8**).
- f) Land around the outer edges of the site is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver on-site biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.

Urban design & heritage

- g) Design should inject character and a sense of place into this area (**Policy HD1**).
- h) There is greatest potential for higher and larger plot buildings in front of the railway embankment and in the centre of the site, building in height from the outer edges towards the centre and north of the site.
- i) Archaeological investigation may be required as part of any proposed development (**Policy HD5**).

Movement & access

- j) Walking, cycling and wheeling routes to access the frequent bus services from Pegasus Road need to be enhanced, including the informal walking access from Falcon Close.
- k) Walking, cycling and wheeling access towards Littlemore via Priory Road, which will also be a vital link to the Cowley Branch Line station in the future, must be retained and enhanced in the southwestern corner of the site. The potential for a restricted access for vehicles from this location for servicing and emergency vehicles only should be investigated.
- l) The main vehicular access is expected to remain as the bridge over the Littlemore Brook from the Ozone complex and Grenoble Road beyond.
- m) To eliminate any risk to railway operations and to ensure the safe operation of the railway, applicants must demonstrate that the design of development considers guidance provided by Network Rail.

Additional requirements

- n) Because of the use as a car park, some areas of potential contamination are present on the site, so investigation will be required, and remedial works are likely to be required (**Policy R7**)

Oxford Science Park



Site area	27.33ha
Ward	Littlemore
Landowner	Magdalen College and Ellison Institute of Technology
Current Use(s)	Mix of employment uses (mainly office and labs) as well as ancillary uses including decked car parking and a children's nursery.
Flood zone	Flood Zone 3b
Notable heritage assets	Known archaeological potential for Saxon and Roman remains. Minchery Farmhouse (Grade II*) is adjacent to the site.
Notable ecological features	<p>Littlemore Brook (Oxford City Wildlife Site) runs through and adjoining the site.</p> <p>Site also contains Section 41 (Priority/Principal) habitats that fall within the Biodiversity Duty (Deciduous Woodland).</p> <p>Site contains significant trees, hedgerows, and woodland which form the structural landscaping of the Science Park which are important to public amenity and provide valuable ecosystem services.</p> <p>Northern boundary and area on the east (generally following the watercourse) identified in Local Nature Recovery Strategy as areas that have the potential to become important for biodiversity.</p>
Urban Greening Factor score	The site is likely to score above the Urban Greening Factor target.

Policy SPS12: Oxford Science Park

Planning permission will be granted at Oxford Science Park for development of research and development and office employment uses (Class E) that directly relate to Oxford's key

sectors of research-led employment. Other complementary uses will be considered on their merits.

An element of residential development within the defined threshold (**Policy E1**) will be supported.

Open space, nature, flood risk

- a) The site contains significant existing trees, hedgerows and woodland which provide landscaping value and are important to public amenity as well as biodiversity value.
- b) Some open space onsite (Land Adjacent to Eastern Bypass, and Land Adjacent to Minchery Farm), is identified as supporting green infrastructure (**Policy G1**) so enhancement of remaining GI will be required to mitigate loss. This enhancement could be addressed in different ways, such as through qualitative improvements to remaining areas of open space by improving the functionality of these spaces in terms of wider benefits they provide people and species, or by quantitative re-provision by creating new open space elsewhere on the site. These actions would also contribute to maintaining Urban Greening Factor score.
- c) There should be no loss of Core GI (part of the Minchery Farm parcel). Opportunities could include retaining trees and planting new trees to benefit public amenity in the area as part of a landscaping scheme (**Policy G6**).
- d) A 10-metre buffer to the Brook should be maintained, and opportunities to improve biodiversity and links through the site should be retained, including a buffer along the railway corridor to allow for the movement of the protected species, and developing opportunities for biodiversity connectivity across the Science Park and beyond e.g. to connect through to Spindleberry Nature Park in Blackbird Leys (**Policy G2**).
- e) Parts of the site are Flood Zone 3b, mainly along the Brook, and a sequential approach should be taken to locating development on the site, with more vulnerable uses away from the highest flood risk. A site-specific Flood Risk Assessment (FRA) will be required and should consider onsite routes and any infrastructure required to reach the access route. Access/egress from the site is over land that runs through the flood extents of the Littlemore Brook Tributary, therefore flood warning will be important and should be considered when assessing the need for evacuation from the site. Areas of surface water flood risk are also present within the site and along the access routes, therefore the FRA should consider in more detail the nature of the surface water flood risk to determine how quickly it occurs and the degree of hazard on site. The drainage strategy should be designed to manage runoff arising from the development and ensure surface water flood risk on and off the site is not increased, noting that potential for infiltration SuDS is likely to be quite limited (**Policy G7** and **Policy G8**).

Urban design & heritage

- f) New development proposals should seek to improve the place-making on this site and the permeability into and through the site, particularly in terms of routes to and from the Cowley Branch Line stations. Proposals for individual plots should demonstrate how they address and enhance their relationship with the wider Science Park, this could be through a masterplan.
- g) Proposals should enhance and increase the public realm and landscaping of the Science Park, including, where possible, the creation of new public open spaces. Any new open space provided should be designed to be accessible for all site users and visitors. Wider public access to on-site open space is encouraged.
- h) There are opportunities for intensification of uses on this site which may be possible through increased building heights. Heights should vary across the site

and should be informed by design guidance in the High Buildings TAN and the CBL Densification Study. Higher buildings will be most appropriate to the central and eastern part of site, closest to the Kassam Stadium and Leisure Complex although heights will require modulation and should respond to the setting of the Grade II* listed Minchery Farmhouse. Lower buildings will be most appropriate within the western part of the site, providing a transition to the countryside edge of Oxford / towards the western hills and river corridor. Proposals should demonstrate how they have been informed by the guidance set out in the High Buildings TAN and the CBL Densification Study (2025).

- i) The land to the south of Grenoble Road (within South Oxfordshire district) is a strategic site allocation in the SODC Local Plan as an extension to the Science Park and for housing (unmet housing need from Oxford). This will significantly change the character of the area. Proposals should respond to this changing context both in the design of the new development at the Science Park, its connectivity and permeability and the links to future transport infrastructure provision.
- j) Development proposals must be designed to preserve the setting of the adjoining Grade II* listed Minchery Farmhouse, particularly plots in the east of the site (**Policy HD3**).
- k) Development proposals must take into consideration the potential presence of Medieval and Roman archaeological remains and remains of Littlemore Priory. Proposals should ensure that the archaeological assets are appropriately investigated and responded to (**Policy HD5**).
- l) Due to the recorded peat reserves along Littlemore Brook and the potential for further deposits in the area, any development on currently undeveloped parts of the site will only be permitted where it can be demonstrated that there will be no harm or loss of peat deposits (**Policy R6**). Where there is the potential for harm to peat reserves, site layout should be designed accordingly to protect and mitigate any harm to identified peat deposits on the site.

Movement & access

- m) This site has a key role in facilitating public transport improvements in the area. Opportunities should be taken to support sustainable travel by contributing to improved public transport links and services, including the proposed re-opening of the Cowley Branch Line to passengers.
- n) Improved pedestrian and cycle links, and enhancements to the existing footpath and cycle networks are required, together with better connections to both existing and planned major developments in the area including to existing communities in Littlemore and Blackbird Leys, and the communities of the proposed urban extension south of Grenoble Road in South Oxfordshire.
- o) Developments should also support active travel access to the new Cowley Branch Line station Oxford Littlemore, which is proposed to be located adjoining the site to the east.
- p) Proposals should seek to reduce surface level car parking provision across the site. Proposals should not increase the amount of motor vehicle parking, and measures to reduce car parking will be supported, to encourage modal shift and more efficient use of land (**Policy C8**). Proposals assessed prior to the delivery of the CBL will be expected to show how car parking will be reduced once CBL becomes fully operational (i.e. two trains per hour).

Ozone Leisure Park and Minchery Farmhouse



Site area	3.0ha
Ward	Littlemore
Landowner	Firoka
Current Use(s)	Leisure park including ten pin bowling and cinema
Flood zone	Flood Zone 3b
Notable heritage assets	Contains Minchery Farmhouse Grade II* listed building. Potential for prehistoric, Roman and medieval archaeology.
Notable ecological features	Littlemore and Northfield Brook OCWS along northern edge, close to Minchery Farmhouse OCWS, peat deposits alongside brook. Part of the site is identified within the Local Nature Recovery Strategy (LNRS)
Urban Greening Factor score	The site is likely to score below the Urban Greening Factor target.

Policy SPS13: Ozone Leisure Park and Minchery Farmhouse

Planning permission will be granted for mixed-use development within existing lawful Use Class E and with replacement community leisure/sui generis uses. Acceptable uses on the site include:

- Research and development
- Other Use Class E employment uses
- Commercial leisure
- Community and cultural facilities
- Replacement hotel

In accordance with **Policy C5** community commercial leisure uses should be re-provided. Other complementary uses will be considered on their merits.

This site is linked to **SPS7** and **SPS11**, and a flexible approach will be taken to how the required uses are spread across the sites, but this must be led by a masterplan that shows how minimum housing numbers will be achieved overall.

Open space, nature, flood risk

- a) A 10m buffer to the brook should be incorporated and used to create an enhanced wildlife corridor.
- b) Development should not have an adverse impact on the Oxford City Wildlife Sites.
- c) Due to the site's proximity to recorded peat reserves, and the potential for further deposits in the area, any development on currently undeveloped parts of the site will only be permitted where it can be demonstrated that there will be no harm or loss of these deposits (**Policy R6**). Where there is the potential for harm to peat reserves, site layout should be designed accordingly to protect and mitigate any harm to identified peat deposits on the site.
- d) A sequential approach should be taken to locating development on the site. Development should avoid the areas of Flood Zone 3 along the brook (**Policy G7**).
- e) Areas of surface water flood risk are present. A site-specific Flood Risk Assessment (FRA) will be required with a drainage strategy to manage runoff and ensure surface water flood risk on and off site is not increased. Infiltration SuDS solutions may be possible because of the geology so a geotechnical investigation may be needed (**Policy G7** and **Policy G8**).
- f) Land along the northern boundary of the site is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.

Urban design & heritage

- g) The design should be structured around attempting to reflect and maintain the remnants of the semi-rural landscape.
- h) Development of the site presents an opportunity to inject character (**Policy HD1**). There is scope for a variety of high-quality materials and design styles and also for some height. High density and larger-plot development is likely to be suitable on this site.
- i) Minchery Farmhouse is key to successful design, which should be respectful of and enhance its setting (**Policy HD3**).
- j) Archaeological potential will need to be explored as part of any proposed redevelopment (**Policy HD5**).
- k) Minchery Farmhouse should be repaired and brought back into a sustainable use.

Movement & access

- l) Links through the site for pedestrians, cyclists and wheelers should improved, allowing better permeability through the site.
- m) Development on the site currently turns its back on its surroundings and has poor interfacing at the edges. This should be enhanced by the layout.
- n) The route along the path to the west of the site is key to future successful connectivity across this area, and it will connect to the proposed Cowley Branch Line station, so enhancement of this route is essential.
- o) Circulation into, around and through the site should be enhanced. In particular, every opportunity must be taken to enhance the setting of the Minchery Farmhouse by consolidating parking and servicing and moving it to a less sensitive part of the site.
- p) Given the significant amount of parking to the west of the site, the need for parking within this site is limited.

Additional requirements

- q) Some areas of potential contamination are present on the site, so investigation will be required, and remedial works may be required (**Policy R7**)

Redbridge Paddock



Site area	3.64 ha
Ward	Hinksey Park
Landowner	Oxford City Council
Current Use(s)	Rough grazing land
Flood zone	Flood Zone 3a
Notable heritage assets	Visible from Iffley Conservation Area, with potential for Norman/medieval archaeological remains
Notable ecological features	Site is within the impact risk zone for Iffley Meadows SSSI. Part of the site is identified within the Local Nature Recovery Strategy (LNRS).
Urban Greening Factor score	The site is likely to score above the Urban Greening Factor target.

Policy SPS14: Redbridge Paddock

Planning permission will be granted for residential development and public open space at Redbridge Paddock. Proposals should include residential moorings and associated servicing facilities. The minimum number of dwellings to be delivered is 200. Other complementary uses will be considered on their merits.

Open space, nature, flood risk

- a) As the site falls within the identified impact risk zone for the Iffley Meadows SSSI, new development could have impacts on the functioning of this sensitive ecological site. Planning permission will only be granted if it can be demonstrated that there would be no adverse impacts on the integrity of the Iffley Meadows SSSI. Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water. Development proposals must incorporate sustainable drainage with an acceptable management plan (**Policy G6**).
- b) The site is identified as supporting green infrastructure (**Policy G1**) so enhancement of remaining GI will be required to mitigate loss.
- c) Part of the site is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.
- d) A 10m green buffer from the edge of the riverbank should be retained, including the mature trees within it that have potential to enhance the design of the proposal.
- e) Public open space will be required onsite (**Policy G2**) and the type and layout of this could be linked to the retention and enhancement of natural features across the site.
- f) Compensatory improvements should be made to the surrounding areas of remaining Green Belt in accordance with the identification of Opportunities to Enhance the Beneficial Use of Green Belt Land Report (LUC 2018).
- g) A flood risk assessment will be required as a very small part of the site is in Flood Zone 3b, which must demonstrate how a sequential approach has been taken to locating development across the site, which is expected to be achieved by ensuring the area of highest flood risk is incorporated as part of the green infrastructure enhancement on the site.

Urban design & heritage

- h) Proposals should respond to the natural setting of the river and pastoral floodplain between the site and Iffley.
- i) It is important that this gateway site into the city centre is designed to give a clear identity (**Policy HD1**).
- j) The design must be sensitive to impacts on the broader landscape setting and the views from and into the Iffley Village Conservation area, for example by reducing heights and density towards the river channel and leaving strategically placed gaps between blocks to retain west - east views (**Policy HD3**).
- k) There is potential for Norman/medieval archaeological remains on the site which should be investigated and responded to (**Policy HD5**).

Movement & access

- l) Opportunities should be taken to enhance existing good pedestrian and cycle links to the city centre and locations in the south and east of the city.
- m) Vehicular access must be from the Abingdon Road, with care to ensure minimum interactions with accesses to Redbridge Park and Ride. Two access points for vehicles would be optimal and essential for pedestrians and cyclists.

Additional requirements

- n) The River Thames is likely to be an important foraging and commuting resource for bats so artificial lighting alongside this corridor should be avoided and a lighting strategy should be submitted in support of any planning application setting out the internal and external lighting associated with the proposed development.
- o) The site is adjacent to a main arterial route into Abingdon and the ring road, and therefore air quality needs to be considered and an acoustic design statement is required (**Policy R7**).
- p) Proposal will need to demonstrate how contamination issues arising from this former landfill site will be resolved.

Sandy Lane Recreation Ground



Site area	5.15ha
Ward	Blackbird Leys
Landowner	Oxford City Council
Current Use(s)	Playing pitches and associated facilities including small car park and pavilion; vacant car parking off Ambassador Avenue currently used by a motorcycle training company
Flood zone	Flood Zone 1
Notable heritage	Nothing notable above ground, some potential for archaeological

assets	remains onsite based upon previous Roman and medieval finds in close proximity to the site.
Notable ecological features	Part of the site is identified in the Local Nature Recovery Strategy (LNRS).
Urban Greening Factor score	The site is likely to score above the Urban Greening Factor target.

Policy SPS15: Sandy Lane Recreation Ground

Planning permission will be granted for residential development at the Sandy Lane Recreation Ground site. The minimum number of dwellings to be delivered is 300 dwellings. However, should an element of outdoor sports provision need to be retained onsite, then a reduced number would be accepted. Other complementary uses will be considered on their merits.

Open space, nature, flood risk

- a) The pitches onsite are identified as supporting green infrastructure (**Policy G1**), so enhancement of remaining GI will be required to mitigate loss, including specifically reprovision of pitch capacity on or offsite.
- b) If an element of pitch provision is to be retained onsite, there are opportunities to consolidate pitches and improve their quality to accommodate increased use.
- c) The City Council's Active Communities Team must be consulted and agree with any relocation of sports facilities.
- d) Proposals should preserve existing green features wherever possible, including boundary planting which also serves as important amenity buffers to the railway line and Eastern by-pass, as well as the line of larger trees along the boundary with Blackbird Leys Road.
- e) In order to maintain Urban Greening Factor score and mitigate losses of green features, proposals should seek to enhance remaining green space and/or provide new green features onsite. This could include additional planting of retained green areas that delivers additional benefits for people and wildlife; bolstering boundary planting to improve buffering benefits; as well as introducing new linear features that can help break up the development and serve as movement corridors for species across the site.
- f) Public open space will be required onsite (**Policy G2**). The type and the layout could be split into smaller spaces throughout the site that provide different functions for residents and visitors or provided through one larger area of open space.
- g) The strip of land on the boundary running adjacent to railway line is identified within the Local Nature Recovery Strategy is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.
- h) Existing and future surface water flood risk will need to be considered as it is prevalent across significant parts of the site, and this will need to be investigated and mitigated through a robust drainage strategy.

Urban design & heritage

- i) Whilst the site is in an area of the city with fewer constraints or less sensitivity in

terms of views, development proposals will need to consider and mitigate impacts on the sensitive skyline and surrounding area, particularly when viewed in combination with existing and planned development on adjacent sites. This could be achieved in various ways, such as by avoiding built forms with excessively overbearing scale or massing and avoiding roofscapes that are excessively uniform.

- j) The site straddles two quite different areas of the city in terms of landscape character, between the business and retail parks to the east and predominantly suburban, residential areas to the west. Proposals should therefore explore how densities can transition across the site to help ensure the development responds positively to the surrounding area, exploring more density (and potentially more height), to the northeast, transitioning to lower levels towards the southwest.
- k) Proposals should explore ways that character can be injected into the area through the new development being brought forward on the site such as via use of high-quality materials and innovative design choices (**Policy HD1**).
- l) There is also the potential presence of archaeological assets on the site based upon finds nearby including Roman and medieval remains. Proposals should ensure that these are appropriately investigated and responded to (**Policy HD5**).

Movement, access and layout

- m) Design and layout of the site should respond to the location of the new Cowley Branch Line station and the site's potential as a 'gateway' accommodating increased footfall to this part of the city. This should include new public space providing the setting for the station as well as linkages across the site to neighbouring areas such as the ARC Oxford business park.
- n) Proposals should seek to ensure that good permeability through the site is secured for all, both residents and users of the proposed Cowley Branch Line station with active travel options like walking, cycling and wheeling being integral to layout of the site. This should also include considerations of access to the station.
- o) The level change from the adjacent Blackbird Leys Road, and the line of mature trees on the boundary of the site, is likely to have amenity impacts for development located to close to the western edge of the site. Proposals should demonstrate how they have responded to this in the approach to layout of that part of the site. This could include design solutions such as setting back any development from that edge, potentially in combination with incorporating an element of open space provision along this edge.

Additional requirements

- p) Due to potential impacts of noise and other pollutants from the adjacent railway line and traffic on the Eastern bypass, development proposals will need to demonstrate how layout of buildings and public spaces has been approached to minimise amenity impacts for users, including locating these away from these key pollution sources. This should also be informed by an acoustic design assessment that addresses the potential for significant environmental noise from these transport corridors (**Policies R4 and R8**).
- q) As the site is located on previously made ground, including potential landfill, proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).

Templars Square



Site area	3.88ha
Ward	Cowley
Landowner	Oxford Re Value Investments Ltd
Current Use(s)	Mixed use including retail, parking, residential
Flood zone	Flood Zone 1
Notable heritage assets	Beauchamp Lane Conservation Area is adjacent to the site to the west. The Grade II* listed Church of St James and Grade II listed cottage at 1 Beauchamp Lane are located just outside the site boundaries. There is potential for archaeological interest as the site is on the edge of an important Roman pottery manufacturing area and partly located over the area of a medieval settlement.
Notable ecological features	N/A
Urban Greening Factor score	The site is likely to score below the Urban Greening Factor target.

Policy SPS16: Templars Square

Planning permission will be granted for a mixed-use development at Templars Square that supports its ongoing role as a key part of the Cowley District Centre, as well as delivering a significant amount of new residential development.

Development should include residential development and town centre uses that provide active frontages at ground floor level. The range of town centre uses could include the following:

- Retail;
- Commercial leisure;
- Financial and professional services;
- Learning and educational uses;
- Evening economy uses such as cafes, restaurants and pubs;
- Community facilities;

- Medical and healthcare facilities such as a health centre;
- Other employment such as offices and small workshops.

The minimum number of dwellings to be delivered is 500 (net gain).

To ensure the site continues to play its vital role as a district centre hub, active frontages will be required along identified principal routes. This may be along the outside edges of the development, facing the main roads, and also should cut through the middle of the development, in locations that ensure permeability and that draw people into and through the centre.

A mix of town centre and community uses are encouraged on this site to retain a vibrant town centre with a mix of uses for local communities, especially those in the east of the city. The City Council will encourage schemes that strengthen and diversify the range of services and facilities on offer to the local community and wider catchment area, alongside the provision of a significant number of new homes. Other complementary uses will be considered on their merits.

Open space, nature and flood risk

- a) Greening features will be necessary to achieve the required urban greening factor score. Most appropriate to the urban context of this site will be high quality planting and landscaping along any public realm and integrating green features into the built form. Opportunities should be taken include more street trees and soft landscaping, which are currently lacking around the site.
- b) Innovative approaches such as green walls could be used to introduce biodiversity, and greening along new streets and to soften the edges of the development, these will help to achieve the Urban Greening Factor score.
- c) Amenity open space for residential development could include greening features, such as rooftop gardens, inset green space and vertical gardens.

Urban Design and heritage

- d) A masterplan should be produced to help organise services, access, movement routes, landscape, public realm and heights across the site. It is important that any piecemeal development does not prejudice the overall aim of a comprehensive regeneration across the site.
- e) The site plays an important role in the local community, providing a range of services and facilities for a wide area of East Oxford as an alternative to travelling to the city centre. Any redevelopment must maintain this role and continue to be accessible to the public.
- f) Development proposals should be designed with consideration of their impact on the setting of the adjoining Beauchamp Conservation Area and the setting of the Grade II* listed Church of St James and Grade II listed cottage at 1 Beauchamp Lane (**Policy HD3**).
- g) Because of the position of the site on a ridge in an elevated position relative to the city core, there is potential for development to alter views from and to the Historic Core Area (both in the foreground and background of views). Therefore, the townscape and visual impact of any development on views to, across and from the Historic Core Area must be understood, described and explained thoroughly, including with a Visual Impact Assessment, in compliance with **Policy HD6**.
- h) Archaeological work may be required, but because the site is already heavily developed that will depend on the nature of the scheme (**Policy HD5**).

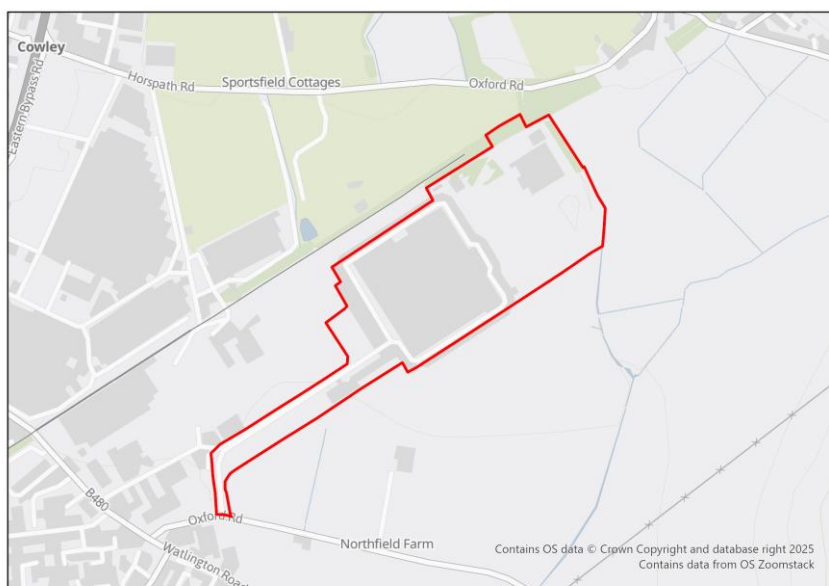
Movement and access

- i) Development should provide enhanced public realm through and around the edge of the site that better provides for pedestrians, cyclists and wheelers.
- j) Improved pedestrian and wheeler connectivity should be provided across Between Towns Road.
- k) The public transport interchange hub at Between Towns Road and Barns Road should be supported, with opportunities taken to improve bus stopping areas, signage and facilities, and the taxi ranks.
- l) Opportunities should be taken to consolidate public parking, with enough re-provided to support the needs of the centre. Residential development should be low car.
- m) Principal routes should be identified around and through the site, which should give permeability for pedestrians and wheelers.

Additional requirements

- n) Proposals will be required to include an appropriate site contamination investigation and applications will be required to demonstrate how any contamination issues will be resolved (**Policy R7**).
- o) Development proposals should include an acoustic design statement as this site is part of an area which is subject to environmental noise from surrounding roads.

Unipart Site



Site area	30.63ha
Ward	Blackbird Leys
Landowner	Logicor Cowley Investment Ltd
Current Use(s)	Warehousing, industrial uses, offices
Flood zone	Flood Zone 1
Notable heritage assets	Site has potential archaeological interest as part of the access road is on the line of the Dorchester-Alchester Roman road and there is high potential for roadside settlement. There is also high potential for other prehistoric and Roman remains (sites are recorded to the north &

	south of the plot).
Notable ecological features	Parts of the site is in the Local Nature Recover Scheme (LNRS).
Urban Greening Factor score	The site is likely to score below the Urban Greening Factor target.

Policy SPS17: Unipart Site

Planning permission will be granted for new development, modernisation and intensification of logistics/industrial uses including Industrial (class B2), and storage or distribution (class B8) with ancillary offices, research and industrial processes (class E) uses. Other complementary uses will be considered on their merits.

Open space, nature, flood risk

- a) Proposals should take opportunities to integrate a network of green spaces and other features across the site that can have benefits for occupants of the site as well as wildlife which will help to achieve the Urban Greening Factor policy target. Block arrangements and design of outdoor spaces could seek to incorporate a variety of features including functional open spaces; trees and hedges as well as linear features that can facilitate movement through the site and integrate with surrounding areas, utilising the potential to enhance the wildlife corridor function of the railway line in this location, for example.
- b) Proposals should explore ways to incorporate planting of native trees and hedgerows to screen buildings, soften industrial activity, and that respond to the sensitivity of the site's borders.
- c) Proposals should seek to reduce levels of hard landscaping and integrate more natural surface cover across the site including through integration of Sustainable Drainage Systems which can also secure betterment in surface water flood risk.
- d) An undeveloped buffer zone of at least 10m width should be left alongside the watercourse (**Policy G2**). Opportunities to open up access and enhance connections from the watercourse into and across the site could improve amenity and movement for occupants of the site as well as wildlife.
- e) Surveys may be required to determine any species or habitats of value, particularly around the edges of the site and within the area of scrub to the north-east in advance of any redevelopment.
- f) Some pockets of land along railway line and also in a strip running north to south across part of site is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.

Urban design & heritage

- g) The site would benefit from a comprehensive masterplan to co-ordinate its development and provide a framework for the future modernisation and intensification and to positively promote sustainable development.
- h) The site is located between the predominantly industrial character of areas to the west and the more open nature of the areas to the east, this should be a key consideration informing choices about densities, scale and massing of development proposed. Opportunities to sensitively balance and transition between the differing characters of the surrounding areas whilst avoiding the creation of hard edges to the landscape should be explored.
- i) Taking into account the current built form on the site, densities and footprints of

buildings should vary across the site. This might include arranging higher densities of development towards the north and west, whilst seeking to achieve a looser and more fine-grained arrangement towards the south and east to ensure that a continuous hard edge to the southern and eastern boundaries isn't created.

- j) Variations in high quality materials, including selection of materials and how they are placed, could help to add visual interest to frontages and reduce homogeneity particularly when experienced from outside the site.
- k) Design of new development should respond to the allocation of the land at Northfield on the southern edge of the site (within South Oxfordshire) and any proposals arising there in due course, in particular, considering walk, cycle and wheel links to future transport infrastructure provision.
- l) The site has potential for sensitive archaeology in the form of prehistoric and/or Roman remains. Proposals should ensure that these archaeological assets are appropriately investigated and responded to (**Policy HD5**).

Movement & access

- m) Block arrangements and layout of new development should be designed in a way that secures improved movement and circulation through the site, particularly via active transport modes like walking, cycling and wheeling.
- n) Applicants should seek opportunities to improve access into the site, e.g. by exploring potential for new access points along southern boundaries or in the northeast towards Oxford Road, as well as opportunities to support sustainable travel by providing new or improved walk, cycle and wheel links to existing and planned developments in the area, including that adjoining in South Oxfordshire district.
- o) Proposals should also explore ways to improve public transport links and services, including opportunities to integrate connectivity of the site with new stations associated with the re-opening of the Cowley Branch Line to passengers.

Additional requirements

- p) Because of the existing and previous uses of the site, some areas of potential contamination are likely present on the site. Proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).

EAST INFRASTRUCTURE AREA

This area includes a number of sites with a range of uses including education, residential, research and the medical hospitals. As a result of people needing access those sites, particularly the hospitals, there is significant traffic congestion in the area. Improving accessibility, especially to the hospitals, by means other than the car is a key aim for this area.

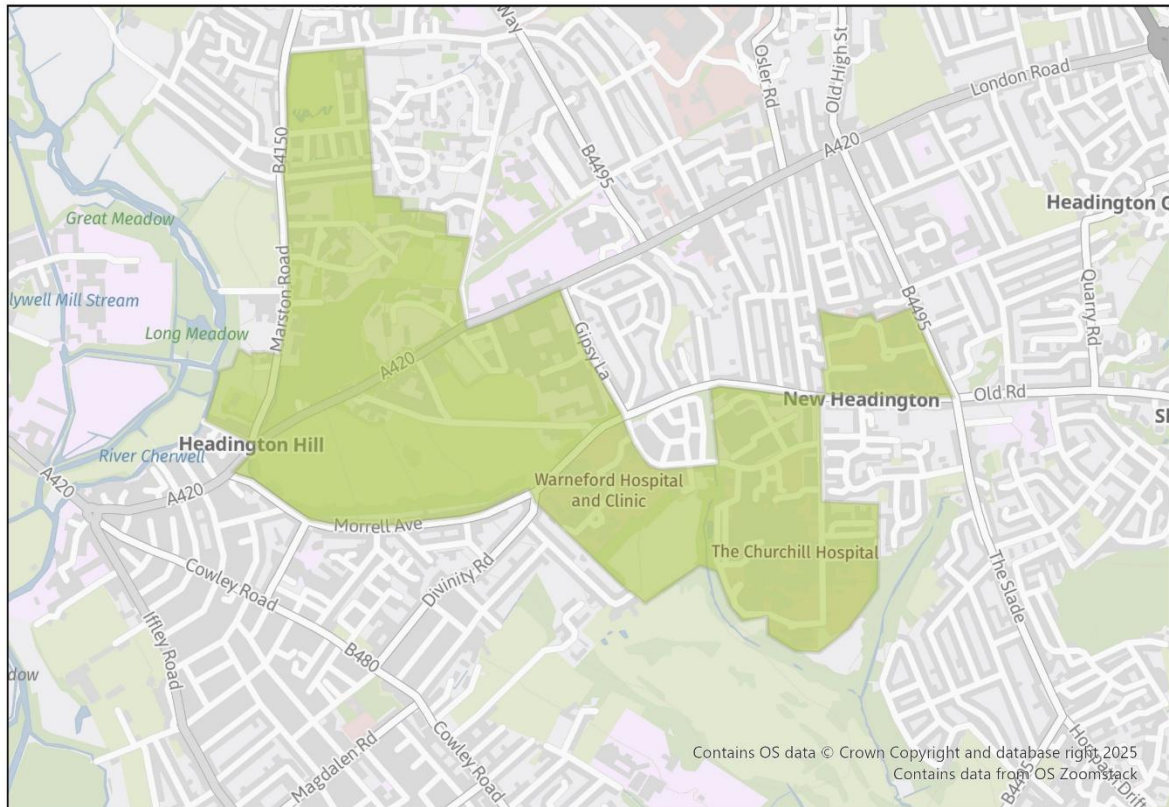
The area includes many significant green spaces, including the Lye Valley SSSI, South Park and Bury Knowle Park.

Key considerations for infrastructure and design across the area are:

- Ensure good connectivity by foot and cycle and public transport across the area, e.g. with safe, attractive routes
- Seek to manage/reduce the levels of car parking on the hospital sites
- Ensure protection of New Marston SSSI and Lye Valley SSSI
- See opportunities to increase active frontages along the southern end of the Marston Road

- Maintain the rural character of Cuckoo Lane whilst taking opportunities to enhance its function as a walking, cycling and wheeling route.

MARSTON ROAD AND OLD ROAD AREA OF FOCUS



This Area of Focus (AoF) supports a mixture of institutional uses. The Marston Road area to the west hosts a range of academic uses including the Oxford Brookes University (Gypsy Lane and Headington Hill sites) and Cheney School. Meanwhile, the Old Road area to the east includes several hospitals (Churchill, Warneford, Nuffield Orthopaedic Centre) as well as the University of Oxford Old Road campus and is increasingly the focus of cutting-edge medical research. New development in the area offers opportunities to support and enhance its role as a setting for academia and as well as medical research linked to clinical practice at the hospitals.

The existing institutional uses are spread over a number of large, distinct sites. Typically, these plots are quite open, with low density development set amongst large areas of greenspace with varying degrees of public access, but also significant areas of car parking and hardstanding. There are various underused plots and opportunities for more intensive use of sites to make more efficient use of land, including rationalising areas of more expansive surface-level car parking and renaturalising surface cover.

The area is set within residential neighbourhoods, and served by several key and busy transport corridors forming connections to the city centre in the east and towards the city boundaries and the ring road in the north and west. There are opportunities to create a more active street frontage along parts of Marston Road, and to improve active travel routes as

well as surveillance and feelings of safety along some of the key movement corridors that provide linkages across the AoF and to surrounding areas.

The AoF is characterised by strong linkages to Oxford's history, with the presence of listed buildings, conservation areas and some significant archaeological interest including in relation to Civil War defences and the Fairfax siege line. The historic Cuckoo Lane also runs east-west through part of the AoF, acting as a valuable walking and cycling route. Equally, there is an abundance of green features providing recreational and ecological value, including larger, more formal open spaces like the parks, smaller areas of green space within the grounds of many sites, as well as various tree-lined streets and rural lanes. This green setting gives parts of the AoF a semi-rural feel and makes an important contribution to views from the historic core of the city and across the Cherwell Meadow, as well as to the setting of various heritage assets.

The strong concentration of historical and ecological interest makes the area sensitive to change. This sensitivity is further heightened by its proximity to watercourses like the River Cherwell to the west and Boundary Brook to the east, also to various important ecological designations in its surroundings. Notably, the nearby New Marston Meadows SSSI and Lye Valley SSSI rely on particular hydrological conditions relating to groundwater and/or surface water which can be harmed by impacts arising across wide catchments that go beyond their boundaries and overlap with parts of this AoF. Beyond simply mitigating harm from new development, schemes may also be able to bring about wider betterment to the hydrological conditions within the catchments of the nearby SSSIs through improvements in the urban environment.

It will be important to ensure that the distinctive and positive character of parts of the AoF, such as the green setting and its historic and biodiversity value, are maintained, this includes the area's relationship to wider views across the city, which could be harmed by introducing significant visual competition or change of character. There are also opportunities for creating a better relationship between development and the natural and historic environment. This includes designing in ways that can enhance the setting of these features, but also by taking inspiration from them to inform the design process, such as by extending the greenery of nearby sites through development sites or incorporating similar materials and styles into new built form. The area also falls within the Headington Neighbourhood Plan area so proposals should take into account the community aspirations set out in the plan.

Policy MRORAOF: Marston Road and Old Road Area of Focus
Planning permission will be granted for new development within this Area of Focus where it would ensure that opportunities are taken to deliver the following (where applicable):
Responding to the green setting and sensitive ecological interest in the area
a) Design that positively responds to any nearby open spaces, preserving and, where possible, enhancing the setting of these assets;
b) Enhancement of the connectivity between open spaces and habitats across the area, such as through use of linear features and green corridors that can support movement of wildlife as well as people;
c) Protection of New Marston SSSI and Lye Valley SSSI, and other sites of

ecological and biodiversity importance, whilst also exploring ways to go further to secure betterment in the particular hydrological conditions that support the habitats and species of these sites.

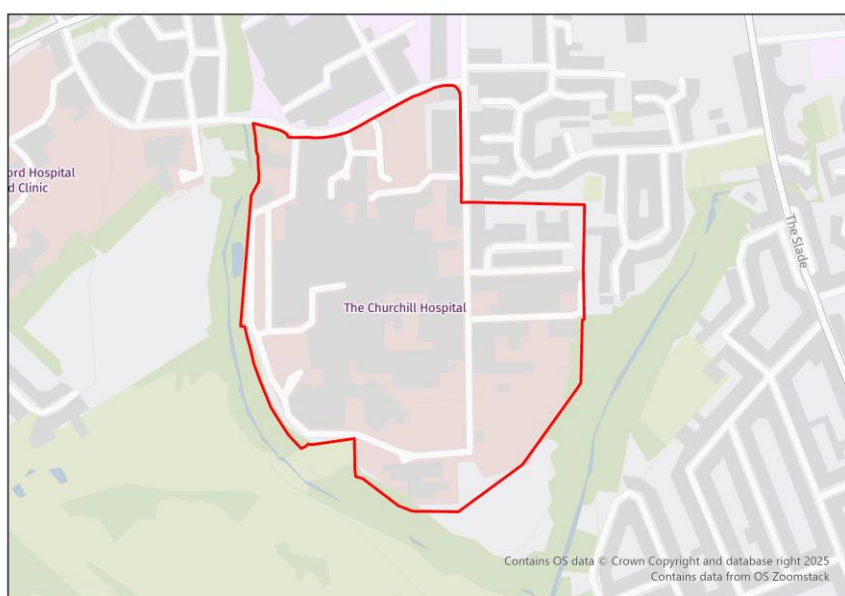
Responding to the historic setting whilst making efficient use of land

- d) A positive contribution to and enhancement of the character and setting of conservation areas and other heritage assets;
- e) Appropriate building heights for their setting which do not negatively impact on key views or historic skylines;
- f) Consolidation and reduction of car parking across the hospital sites;
- g) Maintenance of the verdant and rural character of the areas around Cuckoo Lane.

Supporting active travel and sense of security when moving through the area.

- h) Increased active frontages and natural surveillance along key transport corridors and walking, cycling and wheeling routes;
- i) Improvements to walking, cycling and wheeling infrastructure in accordance with the requirements of the Oxfordshire Local Cycling and Walking Infrastructure Plan.

Churchill Hospital



Site area	3.89 ha
Ward	Churchill and Temple Cowley
Landowner	Oxford University Health NHS Foundation Trust
Current Use(s)	Hospital
Flood zone	Flood Zone 1
Notable heritage assets	Original WWII hospital buildings are non-designated heritage assets. Archaeological potential including Roman pottery manufacturing and

	further Roman archaeological remains.
Notable ecological features	<p>The site lies within impact risk zones for the Lye Valley SSSI which is adjacent to the site, and there are significant existing trees within the site and near to the western boundary growing along Boundary Brook. Mileway Gardens Oxford City Wildlife Site is located to the west of the site.</p> <p>Potential species include reptiles, bats and nesting birds.</p> <p>Part of the site is identified within the Local Nature Recovery Strategy (LNRS).</p> <p>Peat reserves are likely located in the north-west corner of the site and to the south and south-east of the site.</p>
Urban Greening Factor score	The site is likely to score below the Urban Greening Factor target.

Policy SPE1: Churchill Hospital

Planning permission will be granted for:

- a) further hospital related uses, including the redevelopment of existing buildings to provide improved facilities on the Churchill Hospital Site
- b) other suitable uses which must have an operational and/or research link to the hospital could include:
 - employment;
 - patient hotel;
 - primary healthcare;
 - education;
 - academic institutional and research;
 - extra care accommodation, including elderly persons accommodation;
 - small scale retail units, provided that they are ancillary to the hospital;
 - employer-linked affordable housing;
 - Student accommodation.

Other complementary uses will be considered on their merits.

Development of the site should be undertaken as part of a masterplan to ensure all land use issues including parking are considered in a comprehensive way to make the most efficient use of land.

Open space, nature, flood risk

- a) While there are no designated ecological features on the site itself, the site directly adjoins a number of designated ecological sites and parts of the GI network. There are also significant existing trees scattered within the site and near to the western boundary growing along Boundary Brook which are important to public amenity in the area and will provide valuable ecosystem services. Therefore, retention and enhancement of the supporting green infrastructure will be required (**Policies G1, G2, G3**). This enhancement could be achieved by increasing both the amount, and diversity of, landscaping and ensuring that development considers how different parts of the site may hold opportunities for ecological connectivity in the wider landscape. Opportunities should be sought to repurpose the existing hard surfaces for other uses including GI and amenity uses, or to

create connections between the site and landscape beyond, or green corridors/routes through the site.

- b) Small strips along southeast/southwest boundaries of the site are identified within the Local Nature Recovery Strategy is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.
- c) As the site is located within identified impact risk zones for the Lye Valley SSSI, new development could have impacts on the functioning of this sensitive ecological site, particularly where it causes changes in surface water or groundwater conditions. Planning permission will only be granted if it can be demonstrated that there would be no adverse impact upon the Lye Valley SSSI (**Policy G6**), including through impacts on surface or groundwater flows and quality, as well as groundwater recharge. Proposals should be designed to satisfy the applicable tests identified for the relevant impact risk zones set out in the Lye Valley Hydrogeological Impact Assessment report and accompanying Technical Advice Note, this may require additional supporting evidence in the form of a drainage strategy and/or hydrogeological impact assessment.
- d) A buffer zone should be provided during the construction period to avoid disturbance to the adjacent SSSI and additional protective and enhancement measures for river and wetland restoration as required around the watercourse and ecological buffers zones (minimum 10metres from bank top) should form part of development proposals.
- e) Any planning applications near the Boundary Brook or Lye Valley will also need to assess the potential for additional indirect impacts on the flora and fauna of those areas, including (but not limited to) potential impacts from lighting, noise, and dust, and provide adequate buffers and deliver ecological enhancements as required.
- f) Due to the site's proximity to recorded peat reserves associated with the Lye Valley, and the potential for further deposits in the area, any development on currently undeveloped parts of the site will only be permitted where it can be demonstrated that there will be no harm or loss of these deposits (**Policy R6**). Where there is the potential for harm to peat reserves, site layout should be designed accordingly to protect and mitigate any harm to identified peat deposits on the site.

Urban design & heritage

- g) The central part of the site comprises the historical temporary hospital buildings used during the Second World War, which are non-designated heritage assets. Proposals should seek to deliver enhancement of these assets and their settings. This should be achieved by ensuring architectural design takes inspiration from, and respects the context of, the existing non-designated heritage assets (**Policy HD4**).
- h) A masterplan-led approach should be used to ensure that buildings and parking are rationalised with consideration given to the location of various uses to improve legibility of the site. Proposals should be designed to create active frontages and greater permeability through and into/ out of the site.
- i) Materials and design quality should be improved as poor-quality buildings are replaced. This could be achieved by drawing inspiration from the non- designated heritage assets to inspire and enrich the identity, character and quality of new development on the site.
- j) Proposals should ensure that the archaeological assets are appropriately investigated and responded to (**Policy HD5**).

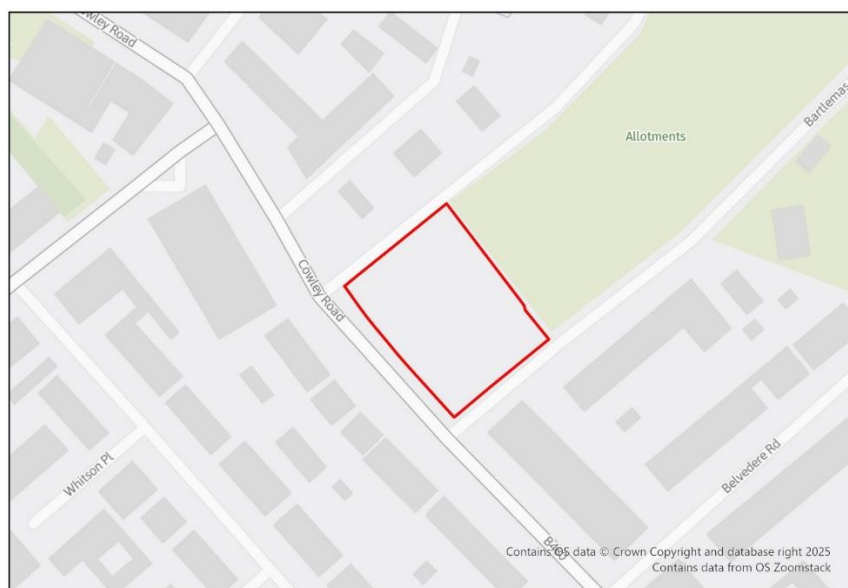
Movement & access

- k) The site is car dominated with large areas utilised for surface level car parking. Development proposals should demonstrate rationalisation of the existing parking on the site to ensure the most efficient use of land is made.
- l) Mitigation measures will be required to ensure that proposals do not lead to increased parking pressure on nearby residential streets.
- m) Improvements to public transport, walking, cycling and wheeling access through the site will be required. These measures should be set out within a transport assessment and travel plan and reflected in an agreed masterplan.
- n) Development proposals shall not prejudice bus access through the site, and new routes that effectively separate walking, cycling and wheeling from visitor or servicing traffic, will be encouraged. Additional access points to non-vehicular traffic onto the site will also be beneficial.

Additional Requirements

- o) As the site has a long-standing hospital use, with potential for some areas of land contamination from historic use, proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).

East Oxford Bowls Club



Site area	0.3ha
Ward	St Clement's
Landowner	Oriel College, University of Oxford
Current Use(s)	Recreation (disused).
Flood zone	Flood Zone 1
Notable heritage assets	Located entirely within Bartlemas Conservation Area and forms the setting of multiple listed buildings including: Grade 2* Bartlemas Farm House and Bartlemas House and Grade 1 listed St Bartholomew Chapel. Within Crescent Road View Cone.
Notable ecological	Potential for nature conservation interest. The area is characterised by hedged boundaries on all sides and is adjacent to parts of the core

features	green infrastructure network.
Urban Greening Factor score	The site is likely to score above the Urban Greening Factor target.

Policy SPE2: East Oxford Bowls Club

Planning permission will be granted for residential development, with the minimum number of 10 dwellings to be delivered. Other complementary uses will be considered on their merits.

Open space, nature, flood risk

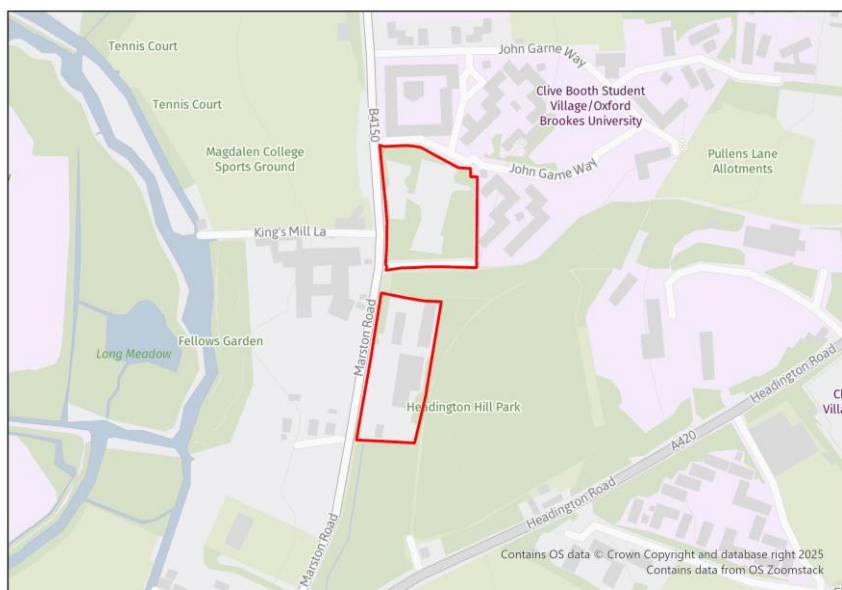
- a) Development should result in enhancement of the hedgerow and existing trees which bound the site. Existing trees should be retained as much as possible. The opportunity to enhance existing wildlife corridors and ecological habitats with enhanced planting, screening and landscaping should be taken.
- b) The site is adjacent to core green infrastructure (GI) so proposals should seek to support and enhance the surrounding GI. This enhancement could be addressed in different ways, such as through qualitative improvements to remaining on-site, and adjacent, areas of open space by improving the functionality of these spaces in terms of wider benefits they provide people and species. These actions would also contribute to maintaining the Urban Greening Factor score.

Urban design & heritage

- c) Development proposals should be designed with consideration of their impacts on the setting of the Bartlemas Conservation Area, the setting of the nearby listed buildings and views (**Policy HD3**).
- d) Landscape design should be a fundamental consideration at the earliest design stage, to enhance the contribution that existing trees and hedgerows make to the rural setting of the Bartlemas settlement, listed buildings, and the Bartlemas Conservation Area.
- e) Proposals should be informed by the character and materiality of the Bartlemas Conservation Area. The size, alignment and design of any proposed development should take account of the importance of preserving the visual and physical connections between important, surviving, historic elements.
- f) The Crescent Road View Cone crosses the site; proposals should be designed in a way that responds to this protected view (**Policy HD6**). This could be achieved by demonstrating appropriate massing and considering variations in roof forms. Gaps between buildings should be sufficient to retain the sense of openness and views of the green backdrop which enhance the setting of the conservation area.
- g) Materials and construction details used for new development schemes should be of high quality, appropriate for the setting and sympathetic to the local context.

Movement & access

- h) Development proposals should demonstrate appropriate vehicular access into the site, while preserving the secluded character of the conservation area. Bartlemas Close to the South East is most likely to be the location of the access. Access to the site will need to be considered to minimise the impact of vehicular traffic on the surrounding area.
- i) Development proposals should demonstrate how the development enables access by alternative means of transport including improving connectivity to support walking, cycling and wheeling.



Site area	2.37ha
Ward	Headington Hill & Northway
Landowner	Oxford Centre for Islamic Studies
Current Use(s)	Car park, offices and cadet accommodation
Flood zone	Flood Zone 1
Notable heritage assets	<p>Southern parcel is in Headington Hill Conservation Area whilst northern parcel is adjacent to it. The site is also opposite St Clements and Iffley Road Conservation Area. Grade II* Headington Hall is nearby (within the park), as is St. Clements Church. Cuckoo Lane intersects the two parcels of the site and is registered on the Oxford Heritage Asset Register (OHAR).</p> <p>Potential for archaeological remains onsite related to the Civil War Parliamentary siege line previously identified in Headington Hill Park, particularly on the northern parcel of the site. The Headington Hill View Cone passes through the northern parcel of the site.</p>
Notable ecological features	<p>Site is within the impact risk zone of New Marston Meadows SSSI (to the northwest).</p> <p>Site is within 200m of the Long Meadow Local Wildlife Site (to the west), and is also approximately 250m from Headington Hill Viewpoint Oxfordshire County Wildlife Site (to the northeast).</p> <p>Part of the site is identified within the Local Nature Recovery Strategy (LNRS).</p>
Urban Greening Factor score	The site is likely to score above the Urban Greening Factor target.

Policy SPE3: Government Buildings and Harcourt House

Planning permission will be granted for residential development, which may include student accommodation, as well as academic institutional uses (subject to **Policy H9**). The minimum number of dwellings to be delivered is 68 dwellings (or, if delivered as student rooms, the equivalent number of rooms when the relevant ratio is applied). Other complementary commercial uses will be considered on their merits.

Open space, nature, flood risk

- a) As the site falls within the identified impact risk zone for the New Marston Meadows SSSI, new development could have impacts on the functioning of this sensitive ecological site. Planning permission will only be granted if it can be demonstrated that there would be no adverse impacts on the integrity of the New Marston Meadows SSSI. Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water. Development proposals must incorporate sustainable drainage with an acceptable management plan (**Policy G6**).
- b) Proposals should seek to retain existing features wherever possible, particularly higher quality ones, including: mature trees (especially those subject to TPOs or Conservation Area protection); green boundary features that help to preserve amenity and contribute to the leafy character of the area; as well as areas of priority habitat such as the woodland on the southern parcel of the site.
- c) In order to retain the current Urban Greening Factor score, losses in green infrastructure should be compensated for, either through the enhancement of existing lower quality features, or through providing new features, which should seek to enhance connections through the site for wildlife and people through new linear features and wildlife corridors.
- d) Public open space will be required onsite (**Policy G2**). Given the characteristics of the area and site, this is most likely to be suitable as natural areas that are more informal in design and can play a dual role in allowing people to get closer to nature, whilst also supporting existing species and achieving adequate greening to meet Urban Greening Factor requirements.
- e) Due to the potential for various types of species to be present onsite, as well as indications of priority habitat being present, a biodiversity survey will be required to assess the ecological value of the site. Development proposals are expected to demonstrate how any harm to biodiversity on the site will be avoided, mitigated or compensated.
- f) Small section of site (at eastern boundary of southern parcel) is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.

Urban design & heritage

- g) Proposals must be designed to be sensitive to their impacts on the significance and setting of the nationally listed and locally listed heritage assets on site and adjacent to it, taking opportunities to enhance these wherever possible (**Policy HD3**).
- h) Development proposals must also take into consideration the potential presence of archaeological remains related to the Civil War Parliamentarian Siege line and should ensure that these (and any other) archaeological assets are appropriately investigated and responded to (**Policy HD5**).
- i) The Headington Hill view cone passes through the northern parcel of the site and there are other locally important views identified in the conservation area appraisal such as significant view lines from Headington Hill Hall towards the site and along the paths at the back of the southern parcel of the site. Proposals should be designed in a way that responds to the protected view (**Policy HD6**), and these other local views. This could be achieved by ensuring that building heights, scale and massing have been informed by an analysis and understanding of these views, with particular attention paid to design of new buildings within the view cone, as well as on the eastern side of the site which is more sensitive in terms of

impacts on the setting of the park.

- j) Design choices (such as development blocks and selection of materials) should be sensitive to the special historic qualities and character of the area, including heritage assets and wider townscape, ideally seeking to enhance these. Design of new buildings could also take inspiration from other high-quality buildings in the area, such as the Centre for Islamic Studies which is very close by.
- k) Boundary features could make use of green features as well as other materials that can help to maintain and enhance the parkland setting of the area and help the site blend into its surroundings. Aligning blocks parallel to the road would also help to create a consistent building line within the setting of the trees.

Movement & access

- l) Access into the site at present is primarily focused on vehicles, so proposals should seek to improve upon accessibility for walking, cycling and wheeling. This should include new access into the southern parcel for these users, whilst consideration should also be given towards new crossings on Marston Road. There may also be opportunities to improve connectivity between the two parcels of the site via Cuckoo Lane.
- m) New walking and wheeling access points into the park from the site's eastern boundaries should also be explored as this would facilitate access for residents and promote additional opportunities for making use of that open space, although the impacts on the setting of the park will also need to be considered and care should be taken to reduce impacts on the green character of the eastern boundary.
- n) Vehicle access points into the site are likely to be most suitable in their current locations. This means single access in and out for each parcel, so circulation around that site needs to be considered carefully. Opportunities to consolidate the existing parking provision on the site should be explored and design of new parking should seek to avoid overuse of hard landscaping, incorporating green features that can help to blend this into the wider setting wherever possible.

Additional requirements

- o) Consideration should be given to ensuring that design of new development mitigates amenity impacts on the setting of the adjacent park, which may include more sensitive design of lighting systems and care over noise created by uses on the eastern boundary of the site.
- p) The green buffering along the western boundary of the site and fronting onto Marston Road should be retained or enhanced wherever possible in order to help mitigate impacts from traffic noise and air pollution on occupants of the development.
- q) Whilst parts of the site have previously been subject to remediation proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).

Jesus College Sports Area



Site area	0.8ha (Area A) and 0.55ha (Area B)
Ward	Donnington
Landowner	Jesus College
Current Use(s)	Sports field
Flood zone	Flood Zone 1
Notable heritage assets	Within the Bartlemas historic hamlet, and adjacent to Bartlemas Conservation Area. Within the setting of: Grade 2* listed Bartlemas Farm House Grade 2* listed Bartlemas House Grade 1 listed St Bartholomew Chapel. The Crescent Road View Cone falls across the southern portion of Area B.
Notable ecological features	Established hedgerow and existing mature trees, particularly along the northern and eastern boundaries of Area A. The sites form part of the Green Infrastructure (GI) Network as supporting infrastructure.
Urban Greening Factor score	The sites are likely to score above the Urban Greening Factor target.

Policy SPE4: Jesus College Sports Area

Planning permission will be granted for residential development (including graduate accommodation) at Jesus College Sports Area sites which comprise Area A (Playing Field off Bartlemas Close) and Area B (Herbert Close tennis courts).

The minimum number of dwellings to be delivered is 40, which may come forward individually as a minimum of 24 dwellings on Area A and a minimum of 16 dwellings on Area B (or, if delivered as non-self-contained student accommodation, the equivalent number of rooms when the relevant ratio is applied). Other complementary uses will be considered on their merits.

Open space, nature, flood risk

- a) The entirety of both sites has been identified as supporting green infrastructure (**Policy G1**) so enhancement of remaining GI will be required to mitigate loss. This enhancement could be addressed in different ways, such as through qualitative improvements to remaining on-site, and adjacent, areas of open space by

improving the functionality of these spaces in terms of wider benefits they provide people and species. These actions would also contribute to maintaining the Urban Greening Factor score.

- b) Development should result in enhancement of the hedgerow and existing trees which bound the sites. Existing trees should be retained as much as possible. The opportunity to enhance existing wildlife corridors and ecological habitats with enhanced planting, screening and landscaping should be taken. A green corridor should be retained along the north of the Area A to maintain the continuous green network alongside the Oxford Golf Course and towards the Oriel College Sports Ground.
- c) There is potential to consolidate and share sports provision on Areas A and B and/or on the retained sports ground adjacent to Area A, as well as with the neighbouring Lincoln College Sports Ground site (**Policy SPE7**). If sports provision can be shared and still provide the same capacity to meet playing pitch needs, then a larger area of the site(s) could be developed. Contributions could be made to improving a local facility such that its capacity increase replaces what is lost on the site(s).

Urban design & heritage

- d) Landscape design should be a fundamental consideration at the earliest design stage, to enhance the contribution that existing trees and hedgerows make to the rural setting of the Bartlemas settlement, listed buildings, and the Bartlemas Conservation Area (**Policy HD3**).
- e) Proposals on both parts of the site should demonstrate a holistic approach to shared design, layout and materials to ensure that good placemaking is achieved. This should be informed by the character and materiality of the Conservation Area and the Edwardian and Victorian residential streets on the southern side of Barracks Lane should influence the design of new development (**Policy HD3**).
- f) The Crescent Road View Cone crosses the south of Area B; proposals should be designed in a way that responds to this protected view (**Policy HD6**). This could be achieved by creating a graduation of height, lower on the southern edge and increasing in height towards the north, as well as appropriate massing and considering variations in roof forms. Gaps between buildings on Areas A and B should be sufficient to retain the sense of openness and views of the green backdrop which enhance the setting of the conservation area.
- g) Proposals should take into consideration the potential for archaeological assets, ensuring they are appropriately investigated and responded to (**Policy HD5**).
- h) The relationship between Areas A and B and the Lincoln College Sports Ground (**Policy SPE7**) and remaining sports uses on adjacent sites should be a consideration in future development proposals. Proposals should demonstrate that there would not be detrimental impacts arising from overshadowing/overbearing/overlooking of the sports pitch(es). Additionally, noise impacts from the surrounding recreational uses upon future occupiers of the development site should be mitigated.

Movement & access

- i) Walking, cycling, wheeling and vehicle access should be via the existing access off Herbert Close.
- j) Proposals which demonstrate low or car free schemes are encouraged. If graduate accommodation comes forward, then vehicle parking should only be available for servicing vehicles and disabled access.

John Radcliffe Hospital



Site area	27.75ha
Ward	Headington Hill and Northway
Landowner	Oxford University Hospitals NHS Foundation Trust
Current Use(s)	Teaching Hospital
Flood zone	Flood Zone 1
Notable heritage assets	<p>Part of the site (eastern and southern) falls within the Old Headington Conservation Area, with most of the site directly adjacent to it. Grade II listed Manor House, annex and boundary wall within site boundary - notable views across the parkland to the Manor House are identified in the Conservation Area Appraisal. Other buildings onsite such as William Osler House are noted as positive buildings in the Conservation Area appraisal.</p> <p>There are many listed buildings and locally listed buildings adjacent in the Old Headington Conservation Area. The eastern part of the site has significant archaeological potential because it incorporates parts of the medieval village of Headington. Significant new development in undisturbed areas may require evaluation. While not within view cones, the site is very prominent in views across Oxford.</p>
Notable ecological features	Site contains many significant existing trees. Some of the trees are protected by their location within the Old Headington Conservation Area. The southern part of the site falls within an identified impact risk zone for the Lye Valley SSSI.
Urban Greening Factor score	The site is likely to score below the Urban Greening Factor target.

Policy SPE5: John Radcliffe Hospital

Planning permission will be granted for:

- a) further hospital related uses, including the redevelopment of existing buildings to provide improved facilities on the John Radcliffe Hospital Site; and/or:

b) Other suitable uses which must have an operational link to the hospital and are:

- Employment uses;
- Patient hotel;
- Extra care accommodation, including elderly persons accommodation;
- Primary health care;
- Education;
- Academic institutional;
- Small scale retail units ancillary to the hospital;
- Employer-linked affordable housing;
- Student accommodation.

Other complementary uses will be considered on their merits.

Development of the site should be undertaken as part of a masterplan to ensure all land use issues including parking are considered in a comprehensive way to make the most efficient use of land.

Open space, nature, flood risk

- a) Development proposals must ensure that existing green infrastructure features on the site are protected and opportunities sought to enhance these. An Urban Greening Factor assessment will need to be produced and submitted. Planning permission will only be granted if an appropriate proportion of green features are incorporated into the design of development to meet the minimum targets (**Policies G1, G2 and G3**).
- b) Existing onsite biodiversity should be retained, enhanced and integrated into development proposals (**Policies G2 and G4**).
- c) Existing drainage features such as the brook separating northern car parks should be maintained, enhanced and integrated into the landscape scheme, potentially creating wildlife corridors through the site (**Policy G8**).
- d) This site is within an area where development could exacerbate surface and/or foul water flooding. There is an opportunity to address excess of runoff at the John Radcliffe Hospital site by ensuring that any development at the site reduces rather than maintains existing levels. This could take the form of ponds, wetlands or an on-site attenuation feature. A drainage strategy will also need to be produced by the developer in liaison with the City Council, Thames Water and the Environment Agency, to establish the appropriate drainage mitigation measures for any development. Planning permission will only be granted if sufficient drainage mitigation measures are incorporated into the design of proposals (**Policy G7**).
- e) As the southern part of the site is located within an identified impact risk zone for the Lye Valley SSSI, new development could have impacts on the functioning of this sensitive ecological site, particularly where it causes changes in surface water or groundwater conditions. Planning permission will only be granted if it can be demonstrated that there would be no adverse impact upon the Lye Valley SSSI (**Policy G6**), including through impacts on surface or groundwater flows and quality, as well as groundwater recharge. Proposals should be designed to satisfy the applicable tests identified for the relevant impact risk zones set out in the Lye Valley Hydrogeological Impact Assessment report and accompanying Technical Advice Note, this may require additional supporting evidence in the form of a drainage strategy.

Urban design & heritage

- f) Development proposals must be designed with consideration of their impact on the Old Headington Conservation Area and views, particularly from the Boars Hill and Elsfield view cones, as well as on the listed buildings (**Policies HD3 and HD6**).
- g) For development of new hospital buildings, materials should be consistent with

townscape character and be modern in style and materials. Whilst a more contextual approach should be considered for development of residential, student residential or employer linked housing which would soften the impact of any new development and take inspiration from neighbouring areas. Material choice should not exacerbate the prominence of the hospital in views across the city or the view cones.

- h) Proposals should ensure that the archaeological assets are appropriately investigated and responded to (**Policy HD5**).

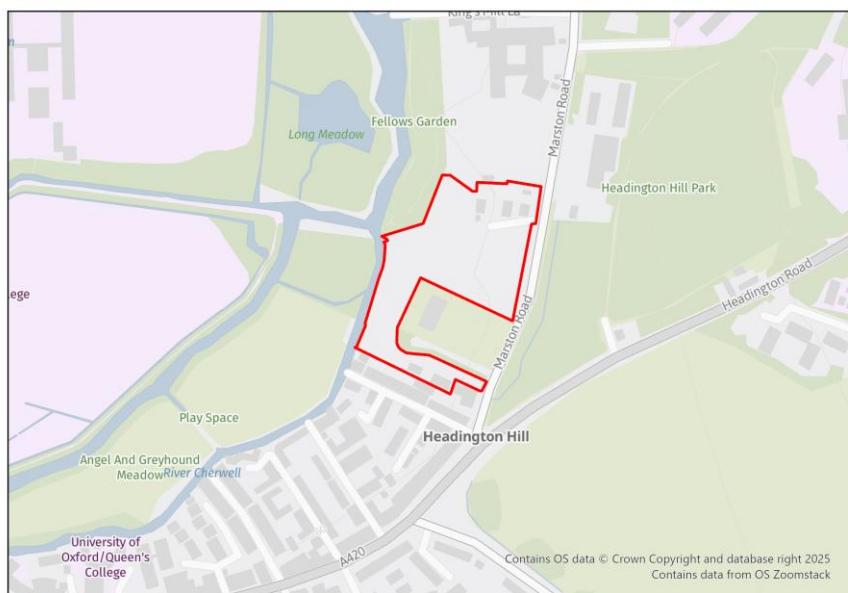
Movement & access

- i) Development proposals should demonstrate rationalisation of the existing parking on the site to ensure the most efficient use of land is made.
- j) Improvements to public transport, walking, cycling and wheeling access through the site will be required. These measures should be set out within a transport assessment and travel plan and reflected in an agreed masterplan. Development proposals must not prejudice bus access through the site, and new routes that effectively separate walking, cycling and wheeling from visitor or servicing traffic, will be encouraged. Additional access points to non-vehicular traffic onto the site will also be beneficial.

Additional Requirements

- k) As the site has a long-standing hospital use, with potential for some areas of land contamination, proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).

Land Surrounding St Clement's Church



Site area	2.31 ha
Ward	St Clement's
Landowner	Magdalen College
Current Use(s)	Greenfield with vacant ATC huts in south and bungalows and plant

	nursery in north.
Flood zone	Flood Zone 3a
Notable heritage assets	Site surrounds Grade II* listed St Clement's Church. Southern half of the site within South Park View Cone. Within St Clement's and Iffley Road Conservation Area and within setting of Headington Hill Conservation Area
Notable ecological features	The site is within the impact risk zone of New Marston Meadows SSSI. Part of the site is identified in the Local Nature Recovery Strategy (LNRS). Potential protected species including roosting bats, foraging and commuting bats, nesting birds, reptiles, water vole and otter
Urban Greening Factor score	The site is likely to score above the Urban Greening Factor target.

Policy SPE6: Land surrounding St Clement's Church

Planning permission will be granted for residential development and/ or student accommodation at the Land surrounding St Clement's Church site. The minimum number of dwellings to be delivered is 50 (or, if delivered as student rooms, the equivalent number of rooms when the relevant ratio is applied). Planning permission will also be granted for a children's nursery and a pavilion as complementary uses, and other complementary uses will be considered on their merits.

Open space, nature, flood risk

- a) As the site falls within the identified impact risk zone for the New Marston Meadows SSSI, new development could have impacts on the functioning of this sensitive ecological site. Planning permission will only be granted if it can be demonstrated that there would be no adverse impacts on the integrity of the New Marston Meadows SSSI. Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water. Development proposals must incorporate sustainable drainage with an acceptable management plan (**Policy G6**).
- b) Part of the site is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.
- c) Due to the potential for various types of species to be present onsite, as well as indications of priority habitat being present, a biodiversity survey will be required to assess the ecological value of the site. Development proposals are expected to demonstrate how any harm to biodiversity on the site will be avoided, mitigated or compensated. The Cherwell is likely to be an important foraging and commuting resource for bats and should not be subject to any artificial illumination, and neither should the church or flightpaths if it supports roosting bats.
- d) At least a 10 metre buffer should be left between built development and the River Cherwell that adjoins the site.
- e) Public open space will be required onsite (**Policy G2**). On this site this is most likely to be suitable as a nature area of native and diverse planting in the south west corner where the site is narrow, there is some flood risk and where a buffer to the Cherwell is required.
- f) Habitats should be preserved and enhanced, retaining existing hedgerows and mature trees where possible. Mature trees to the west and north of the church, the tree and hedge-lines south of the church and along the Marston Road and the

natural vegetation along the river should be maintained.

- g) Gardens with rich planting along boundaries should allow more diverse routes through the site for wildlife, connecting the river with neighbouring sites.
- h) Native hedgerow planting alongside the new homes should connect the river to west and the mature trees alongside the Marston Road to the east.
- i) A site-specific Flood Risk Assessment (FRA) should be carried out. A sequential approach should be taken to locating development on the site. Development should avoid the area of flood risk in the southwest of the site. A drainage strategy should be carried out to manage run-off arising from the development and ensure that surface water flood risk on and off the site is not increased. Infiltration SuDS may be challenging because of the geology of the site, but a geotechnical investigation may confirm this is viable in some parts of the site. Attenuated discharge may need to be considered as part of the FRA. (**Policy G7** and **Policy G8**).

Urban design & heritage

- j) Development proposals should be designed with consideration of their impacts on the significance of the heritage assets listed above (**Policy HD3**).
- k) The built form should be highly sympathetic to the sensitive setting, which will mean buildings should reflect the semi-rural character of the site and be relatively limited in height and massing so as not to dominate the church and in response to the surrounding character. For example, terraced or semi-detached housing with pitched roofs would reflect the local vernacular in the character area and should provide a sympathetic setting for the church. There would be an opportunity for larger plots to bookend rows or at junctions, giving variety to the roofscape.
- l) The narrow strip to the south of the church will need a bespoke design and there are a number of key considerations. Heights should drop towards the Cherwell, to be sympathetic to the relatively rural setting of the river. The green screening of the church should be retained. The impacts on the adjoining homes to the south will need to be considered carefully, avoiding direct over-looking into windows.
- m) There is a clear visual relationship between the river and its meadows, the church and the green slope of Headington Hill, with views from the church across the Cherwell and towards Magdalen College, and these should be referenced in new development.
- n) Buildings should be arranged in a way that maintains the openness of the riverside setting, that does not compete with the Grade II* listed St. Clement's Church, and that maintains the hedge and treeline on the Marston Road and the avenue of trees south of the church that screen it and contribute strongly to the character of its setting (**Policy HD3**).

Movement & access

- o) One main entrance would allow a highways compliant design while minimising the loss of hedgerow on Marston Road. This being sited towards the north of the site avoids the more sensitive area around the church. The existing access to the bungalows could become the main access.
- p) A separate vehicle entrance to the south, where there is existing access to the ATC huts, is likely to be needed to service any development in this southern part of the site, but the impact on the setting of the church must be considered. The shorter, further south and more rural in character the access is the less likely it is to detract from the setting.
- q) There is a network of paths and bridges at the northwest corner of the site, in the private ownership of Magdalen College. Opportunities to open these up for public access should be considered. A potential additional walking and wheeling link across the river would help linkages.
- r) Walking, cycling and wheeling connections within the site should link the southern

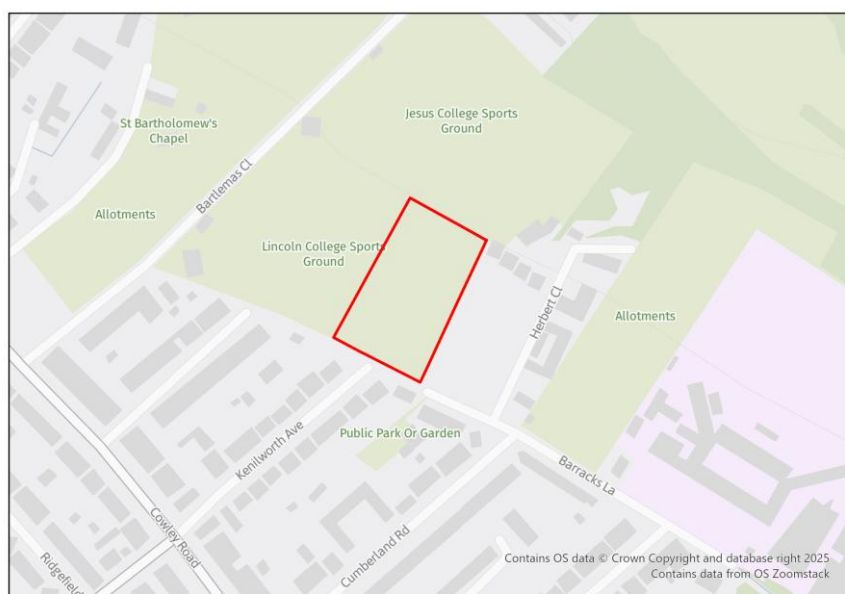
to the northern part of the site.

- s) Parking should be kept in the public realm where possible and could be located close to the Marston Road, allowing the development to be more focused on walking, cycling and wheeling within the site.

Additional requirements

- t) The River Cherwell is likely to be an important foraging and commuting resource for bats and should not be subject to any artificial illumination as a result of any proposed development. If St Clement's Church has the potential to support roosting bats, neither the church nor flightpaths to and from it should be subject to illumination either. A lighting strategy should be submitted in support of any planning application, setting out the lighting associated with the proposed development. This will need to account for both internal and external lighting.
- u) Development proposals should include an acoustic design statement to be submitted in compliance with **Policy R8** as this site is part of an area which is subject to significant environmental noise from traffic on the surrounding roads.

Lincoln College Sports Ground



Site area	0.8ha
Ward	Donnington
Landowner	Lincoln College
Current Use(s)	Sports field
Flood zone	Flood Zone 1
Notable heritage assets	Within the Bartlemas historic hamlet. Adjacent to Bartlemas Conservation Area and within the setting of: Grade 2* listed Bartlemas Farm House, Grade 2* listed Bartlemas House, Grade 1 listed St Bartholomew Chapel. The Crescent Road View Cone falls across the southern portion of the site.
Notable	Forms part of the Green Infrastructure (GI) Network as supporting

ecological features	infrastructure.
Urban Greening Factor score	The site is likely to score above the Urban Greening Factor target.

Policy SPE7: Lincoln College Sports Ground

Planning permission will be granted for residential development (including graduate accommodation) at Lincoln College Sports Ground.

The minimum number of dwellings to be delivered is 24 (or, if delivered as non-self-contained student accommodation, the equivalent number of rooms when the relevant ratio is applied). Other complementary uses will be considered on their merits.

Open space, nature, flood risk

- a) The entirety of the site has been identified as supporting green infrastructure (**Policy G1**) so enhancement of remaining GI will be required to mitigate loss. This enhancement could be addressed in different ways, such as through qualitative improvements to remaining on-site, and adjacent, areas of open space by improving the functionality of these spaces in terms of wider benefits they provide people and species. These actions would also contribute to retaining the current Urban Greening Factor score.
- b) Development should result in enhancement of the hedgerow and existing trees which bound the site. Existing trees should be retained as much as possible. The opportunity to enhance existing wildlife corridors and ecological habitats with enhanced planting, screening and landscaping should be taken.
- c) There is potential to consolidate and share sports provision with the neighbouring Jesus College Sports Area (**Policy SPE4**). If sports provision can be shared and still provide the same capacity to meet playing pitch needs, then a larger area of the site(s) could be developed. Contributions could be made to improving a local facility such that its capacity increase replaces what is lost on the site(s).

Urban design & heritage

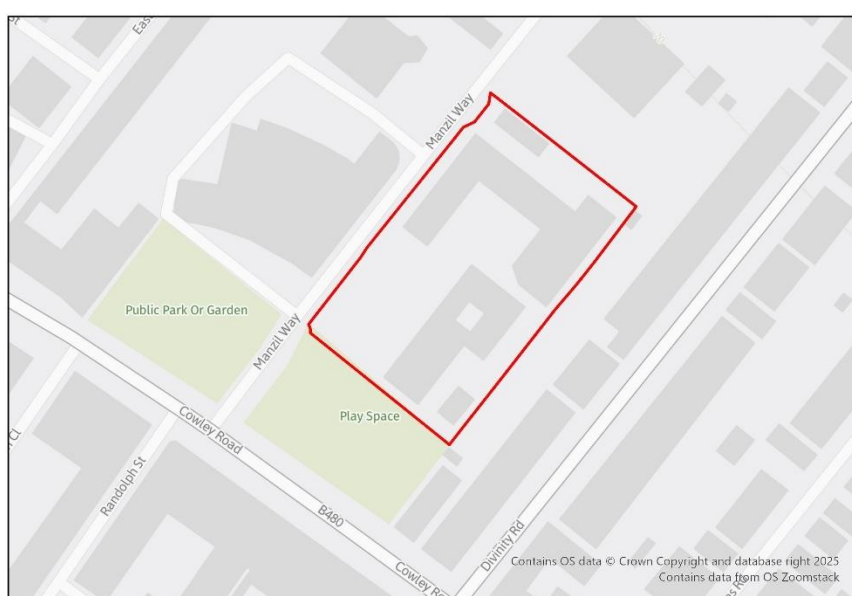
- d) Landscape design should be a fundamental consideration at the earliest design stage, to enhance the contribution that existing trees and hedgerows make to the rural setting of the Bartlemas settlement, listed buildings, and the Bartlemas Conservation Area. Proposals should be informed by the character and materiality of the Bartlemas Conservation Area and the Edwardian and Victorian residential streets on the southern side of Barracks Lane should influence the design of new development (**Policy HD3**).
- e) The Crescent Road View Cone crosses the south of the site; proposals should be designed in a way that responds to this protected view (**Policy HD6**). This could be achieved by creating a graduation of height, lower on the southern edge and increasing in height towards the north, as well as appropriate massing and considering variations in roof forms. Gaps between buildings should be sufficient to retain the sense of openness and views of the green backdrop which enhance the setting of the Conservation Area (**Policy HD3**).
- f) Proposals should take into consideration the potential for archaeological assets, ensuring they are appropriately investigated and responded to (**Policy HD5**).
- g) The relationship between the site and sites A and B on the Jesus College Sports Area (**Policy SPE4**), and remaining sports uses on adjacent sites, should be a consideration in future development proposals. Proposals should demonstrate that there would not be detrimental impacts arising from overshadowing/overbearing/overlooking of the sports pitch(s). Additionally, noise impacts from the surrounding recreational uses upon future occupiers of the development site

should be mitigated.

Movement & access

- h) Walk, cycle, wheel and vehicle access should be via the existing access off Bartlemas Close unless it can be adequately demonstrated that suitable access would be possible via Herbert Close and/or Barracks Lane.
- i) Proposals which demonstrate low or car free schemes are encouraged. If graduate accommodation comes forward, then vehicle parking should only be available for servicing vehicles and disabled access.

Manzil Way Resource Centre



Site area	0.75ha
Ward	St Clement's
Landowner	Oxford Health NHS Foundation Trust
Current Use(s)	Administrative, part of the site also subleased to Restore (garden and cafe).
Flood zone	Flood Zone 1
Notable heritage assets	Bartlemas Conservation Area is located to the east. Most of site within the Crescent Road View Cone. There is potential for Roman pottery as previously found near Cowley Road hospital.
Notable ecological features	Potential protected species constraints including bats, great crested newts and hedgehogs.
Urban Greening Factor score	The site is likely to score below the Urban Greening Factor target.

Policy SPE8: Manzil Way Resource Centre

Planning permission will be granted for improved healthcare facilities and associated administration and/or residential development, including employer-linked affordable

housing and/or student accommodation at the Manzil Way Resource Centre site. Other complementary uses will be considered on their merits.

Open space, nature, flood risk

- a) Development proposals should include urban greening on the site seeking opportunities to introduce more tree and shrub planting. Existing hedgerows and mature trees along the sites boundaries should be retained where possible (**Policy G1**).
- b) Appropriate ecological surveys should be undertaken to ensure that development proposals do not have an adverse impact on protected species (e.g. bats/ breeding birds).

Urban design & heritage

- c) Development proposals should respond to the opportunities of the adjoining Manzil Gardens public open space and also support enhancements to Manzil Way to become a high quality spine from which numerous community-focussed buildings are accessed (the health centre, Mosque and Asian Culture Centre, and the community garden cafe) (**Policy G1**).
- d) The southern part of the site lies within the Crescent Road view cone. Proposals should be designed in a way that responds to this protected view (**Policy HD6**).
- e) The impacts of any development proposals on the adjoining residential development to the east of the site will need to be considered.
- f) Proposals should take into consideration the potential for archaeological assets, ensuring they are appropriately investigated and responded to (**Policy HD5**).

Movement & access

- g) The existing accesses to the site should be retained with internal circulation designed to avoid conflict of movements between different modes (**Policy C6**).
- h) Development proposals should demonstrate how the development enables access by active modes of travel such as walking, wheeling and cycling (**Policy C6**).
- i) Given the location in the district centre and within a CPZ any additional residential development should be low car (**Policy C8**).
- j) Non-residential development should attempt to reduce parking and should have no more parking than is necessary to serve the development.

Additional Requirements

- k) As the site has a long-standing healthcare use, proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).

Marston Paddock Extension



Site area	0.51
Ward	Marston
Landowner	Lucy Developments Ltd
Current Use(s)	Vacant farmhouse and curtilage including outbuildings
Flood zone	Flood Zone 1
Notable heritage assets	Within Old Marston Conservation Area
Notable ecological features	Trees around boundaries. Recently cleared area in the northeast part of the site means the biodiversity value would have been greater than currently and the baseline will need to reflect that prior to the intervention.
Urban Greening Factor score	The site is likely to score above the Urban Greening Factor target.

Policy SPE9: Marston Paddock Extension

Planning permission will be granted for residential development at the Marston Paddock Extension site. The minimum number of homes to be delivered is 20. Other complementary uses will be considered on their merits.

(Policy H2) As this is a site released from Green Belt through the local plan process, it should deliver 50% affordable housing in accordance with Policy H2, and deliver improvements to accessible green space.

Open space, nature, flood risk

- Green amenity space with rich planting should help maintain green links through the site.
- The hedge/tree lines on the northern, southern and eastern boundaries should be retained and enhanced, for example with native tree planting.
- Biodiversity surveys are likely to be required and mitigation may be needed for any protected species.
- The biodiversity baseline will need to reflect the scrub/grassland in place prior to the land clearance that has recently occurred.

Urban design & heritage

- Development proposals should be designed with consideration for their impacts on

the Old Marston Conservation Area (**Policy HD3**).

- f) The development should respond carefully to surrounding residential development. Sufficient buffering and screening will be needed along the northern boundary, to avoid harm.
- g) Development should be set back from Butts Lane, to help reduce impact on the character of the conservation area.
- h) Public realm should retain a green and rural character with a feeling of openness.
- i) A variety of styles and materials should be used, as uniformity would undermine the character of the area.
- j) The nature of the conservation area means that only relatively low density and low height built form is likely to be appropriate

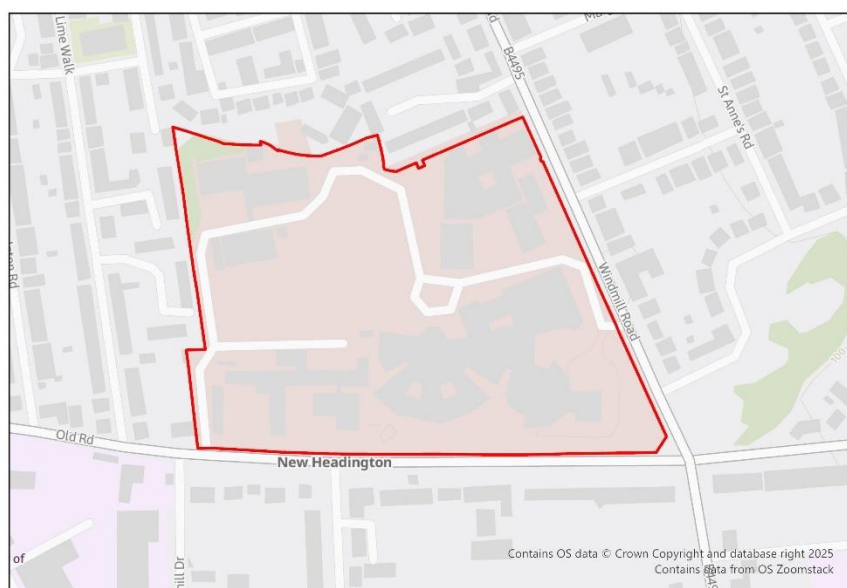
Movement & access

- k) Access arrangements should be shown not to be detrimental to highway safety.
- l) It should be demonstrated how access by public transport, walking, wheeling and cycling will be supported.

Additional requirements

- m) Depending on the nature of proposals, a full contamination risk assessment may be required to quantify contamination risks and determine what remedial treatment actions are required.

Nuffield Orthopaedic Centre (NOC)



Site area	8.38ha
Ward	Headington
Landowner	Oxford University Hospital NHS Foundation Trust
Current Use(s)	Healthcare and Medical Research
Flood zone	Flood Zone 1
Notable heritage assets	All Saints Vicarage outside the site on the SW corner is on the Oxford Heritage Asset Register (OHAR). Site has potential for archaeological interest as Roman remains have been found in the area.

Notable ecological features	Rock Edge geological SSSI situated on Windmill Road adjacent to the site. The site lies within identified impact risk zones for the Lye Valley SSSI which is located within 350m of the site.
Urban Greening Factor score	The site is likely to score below the Urban Greening Factor target.

Policy SPE10: Nuffield Orthopaedic Centre

Planning permission will be granted for further healthcare facilities and medical research including staff and patient facilities at the Nuffield Orthopaedic Centre. Other complementary uses will be considered on their merits.

Open space, nature, flood risk

- a) Habitats should be preserved and enhanced, retaining existing hedgerows and mature trees where possible.
- b) There are significant existing trees scattered within the site and along the boundaries of Old Road and Windmill Road which are important to public amenity in the area and will provide valuable ecosystem services. Therefore, retention and enhancement of the supporting green infrastructure will be required (**Policies G1, G2, G3**). This enhancement could be achieved by increasing both the amount, and diversity, of landscaping and ensuring that development considers how different parts of the site may hold opportunities for ecological connectivity in the wider landscape. Opportunities should be sought to repurpose the existing hard surfaces for other uses including GI and amenity uses, or to create connections between the site and landscape beyond, or green corridors/routes through the site.
- c) As the site is located within identified impact risk zones for the Lye Valley SSSI, new development could have impacts on the functioning of this sensitive ecological site, particularly where it causes changes in surface water or groundwater conditions. Planning permission will only be granted if it can be demonstrated that there would be no adverse impact upon the Lye Valley SSSI (**Policy G6**), including through impacts on surface or groundwater flows and quality, as well as groundwater recharge. Proposals should be designed to satisfy the applicable tests identified for the relevant impact risk zones set out in the Lye Valley Hydrogeological Impact Assessment report and accompanying Technical Advice Note, this may require additional supporting evidence in the form of a drainage strategy.
- d) As the site is adjacent to the Rock Edge SSSI a buffer zone will be required during the construction phase to ensure SSSI land is not disturbed.
- e) Due to the site's proximity to recorded peat reserves associated with the Lye Valley, and the potential for further deposits in the area, any development on currently undeveloped parts of the site will only be permitted where it can be demonstrated that there will be no harm or loss to these deposits (**Policy R6**). Where there is the potential for harm to peat reserves, site layout should be designed accordingly to protect and mitigate any harm to identified peat deposits on the site.

Urban design & heritage

- f) There may be potential for infill development of repurposed surface level parking areas and redevelopment of the existing low-density buildings in the South–Western part of the site.
- g) Proposals should ensure that the archaeological assets are appropriately investigated and responded to (**Policy HD5**).

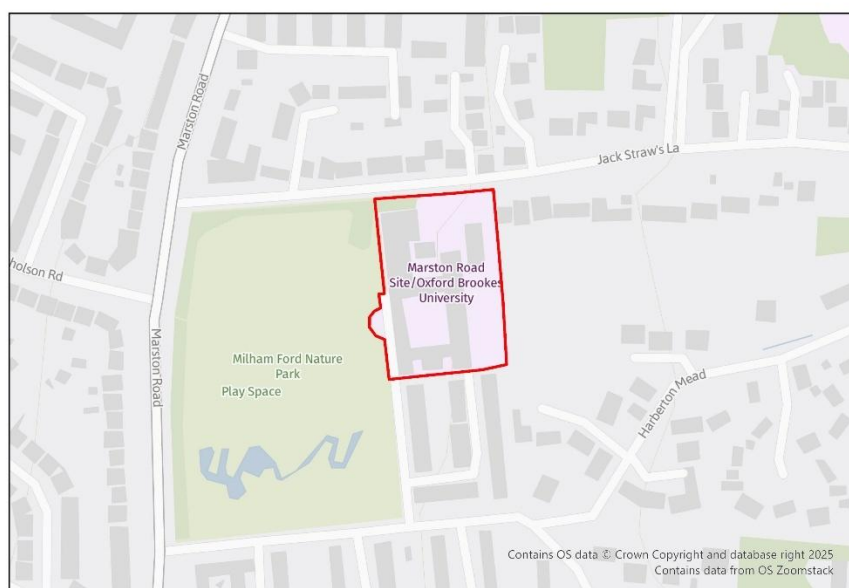
Movement & access

- h) Proposals should seek to consolidate car parking, where possible, to make the most efficient use of land and take opportunities to reduce the amount of hard surfacing in favour of increased landscaping or other forms of GI.
- i) Development proposals should demonstrate how improvements to public transport, walking, cycling and wheeling access through the site, as well as additional access points to non-vehicular traffic have been incorporated. These measures should be set out within a transport assessment and travel plan and reflected in an agreed masterplan.

Additional Requirements

- j) As the site has a long-standing hospital use, proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).

Oxford Brookes Marston Road Campus



Site area	1.18 ha
Ward	Headington Hill & Northway
Landowner	Oxford Brookes University
Current Use(s)	Higher Education Facilities
Flood zone	Flood Zone 1
Notable heritage assets	The site sits just to the south of the Doris Field Memorial Park view cone which begins a short way to the north east and looks south west. Directly adjacent to Headington Hill Conservation Area. Former Milham Ford School Building has been included on the Oxford Heritage Asset Register (OHAR)
Notable ecological features	Milham Ford Nature Park, which lies directly adjacent and forms the eastern boundary of the site, and the internal quad formed within Milham Ford School grounds are both designated as Local Wildlife Sites. The site is within the impact risk zone of New Marston Meadows

	SSSI.
Urban Greening Factor score	The site is likely to score below the Urban Greening Factor target.

Policy SPE11: Oxford Brookes Marston Road Campus

Planning permission will be granted for residential development, with the minimum number of 42 dwellings delivered (or, if delivered as student rooms, the equivalent number of rooms when the relevant ratio is applied). Other complementary uses will be considered on their merits.

Open space, nature, flood risk

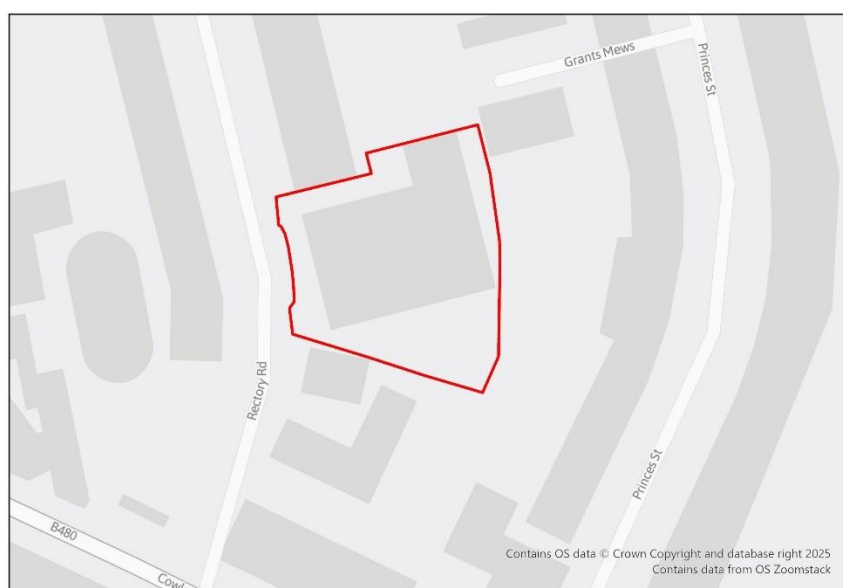
- a) As the site falls within the identified impact risk zone for the New Marston Meadows SSSI, new development could have impacts on the functioning of this sensitive ecological site. Planning permission will only be granted if it can be demonstrated that there would be no adverse impacts on the integrity of the New Marston Meadows SSSI. Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water. Development proposals must incorporate sustainable drainage with an acceptable management plan (**Policy G6**).
- b) The main Milham Ford Nature Park should be excluded from any development area, and the designated internal quad should be retained (**Policy G6**).
- c) Development proposals should seek to enhance and connect the existing green infrastructure, specifically between the Milham Ford Nature Park, inner quad and the surrounding GI network (**Policies G1 and G2**).
- d) The tree lines on the perimeter are well-established. They provide amenity for the residential neighbours and for occupiers of the site and should be retained where possible.
- e) Proposals for the site, regardless of the development options, should include more natural features and surface cover types to enhance the Urban Greening Factor score for the site (**Policy G3**), the policy requirements for which will require an uplift from existing levels regardless of the use.

Urban design & heritage

- f) Proposals on this site should respond positively to the directly adjacent Headington Hill Conservation Area context (**Policy HD3**).
- g) Design proposals should acknowledge the Milham Ford School buildings status as a local landmark in a historic, social and physical sense. The OHAR designation report highlights the elements that are distinctive to the building and its significance.
- h) Reuse of the original building fabric is encouraged where this is feasible, not only to respect the local historic significance of the site but also for sustainability reasons. Because of the designation of the inner quad as a Local Wildlife Site, it should be retained as open natural space even if wholesale redevelopment of the site is the chosen option.

Movement & access

- i) Proposals should explore opportunities to improve non-vehicular movement through the site, particularly from north to south. Car free and low car development proposals will be strongly supported.



Site area	0.21ha
Ward	St Clement's
Landowner	Oxford Health NHS Foundation Trust
Current Use(s)	Healthcare
Flood zone	Flood Zone 1
Notable heritage assets	Site is within Crescent Road View Cone.
Notable ecological features	There is limited natural vegetation on the site as it is mainly a developed area, though there is a single established tree within the site boundary, which is adjacent to a cluster of trees to the east.
Urban Greening Factor score	The site is likely to score below the Urban Greening Factor target.

Policy SPE12: Rectory Centre

Planning permission will be granted for improved health-care facilities, associated administration and/or residential development, which may include student accommodation. For a residential scheme, the minimum number of homes to be delivered is 21 (or, if delivered as student rooms, the equivalent number of rooms when the relevant ratio is applied). Other complementary uses will be considered on their merits.

Development of this site for residential use would lead to the loss of community facilities, so these should be re-provided elsewhere, in accordance with (**Policy C3**), which may be through consolidation onto other healthcare sites.

Open space, nature, flood risk

- a) Most of the site is made up of hard surfaces either from tarmac or building roofs with little vegetation or permeable surfaces present so there is an opportunity to increase the amount of green infrastructure on site. This could be achieved by implementing elements of smaller and individual green features as part of gardens, as well as around boundaries, which should be implemented to complement any residential development which will in turn create a more pleasant living environment for residents.
- b) Preliminary analysis suggests that the limited presence of green infrastructure

features on the site currently means it is likely to score below the minimum thresholds for green surface cover as required by Policy G3. As such, proposals will need to ensure that an appropriate proportion of green features are incorporated into the design of development to meet the minimum targets set out in the policy, demonstrated through submission of the Urban Greening Factor assessment.

Urban design & heritage

- c) The site lies within the Crescent Road View Cone; proposals should be designed in a way that responds to this protected view (**Policy HD6**).
- d) Any development should respond to both the character of the Victorian suburb and the vibrant Cowley Road District Centre.

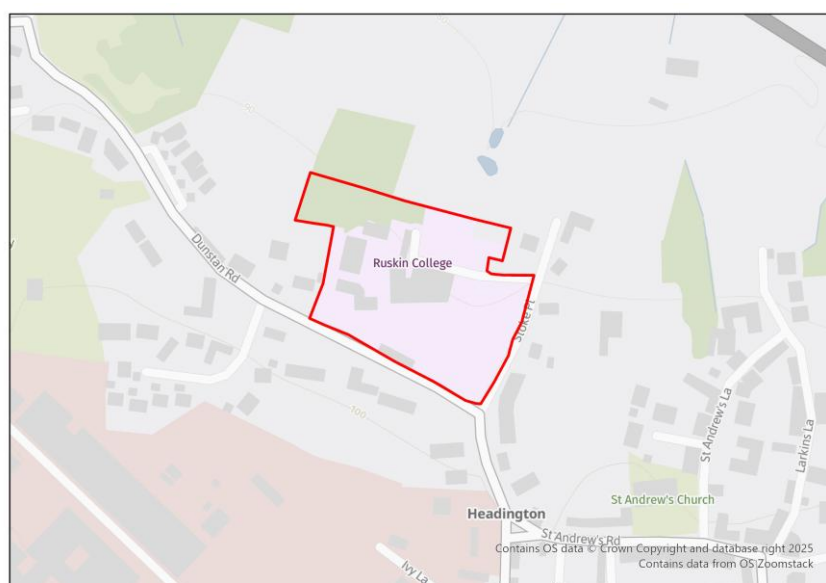
Movement & access

- e) The constrained nature of the site means that the site is only accessible via Rectory Road from the west. The site should be easily navigable for residents, although applicants will be expected to demonstrate how the development improves connectivity to support walking, cycling and wheeling.

Additional Requirements

- f) The site has potential contamination so a site investigation will be required, and remedial works are likely to be necessary to be undertaken (**Policy R7**).

Ruskin Campus



Site area	1.86ha
Ward	Headington
Landowner	University of West London (UWL)
Current Use(s)	University campus site
Flood zone	Flood Zone 1
Notable heritage assets	Site is entirely within the Old Headington Conservation Area. The Rookery (Grade II listed) is within the site and there is a Grade II

	listed wall on the edge of the site (Walls of Walled Garden at Ruskin College). The site is close to a number of other listed buildings: Stoke House, Grade II listed, 8 Dunstan Road, Grade II listed, The Manor Farmhouse and Garden Wall of Manor Farmhouse, both Grade II, Church of St Andrew, Grade II*. Evidence of Iron Age activity and Roman pottery production has been recorded.
Notable ecological features	Potential for protected species constraints within the site may include roosting bats, nesting birds, reptiles and amphibians.
Urban Greening Factor score	The site is likely to score above the Urban Greening Factor target.

Policy SPE13: Ruskin Campus

Planning permission will be granted for academic institutional uses (subject to **Policy H9**), student accommodation and residential development, including student accommodation and employer-linked housing). The minimum number of dwellings (net gain) to be delivered is 30 (or, if delivered as self-contained student rooms, the equivalent number of rooms when the relevant ratio is applied). Other complementary uses will be considered on their merits.

Open space, nature, flood risk

- a) Trees and hedges at the edges of the site provide a rural character and should be retained.
- b) Trees of the greatest value and quality should be retained and other trees within the site should be protected where possible, and if their loss is justified it must be compensated for within the development, with new native hedge and tree planting to connect existing trees and hedgerows.
- c) Detailed biodiversity surveys may be required, depending on the nature of the proposals, to ascertain what protected species are present and any mitigations that may be needed.
- d) There should be no overall loss of sports provision as a result of any proposals.
- e) Due to the site's proximity to recorded peat reserves associated with Dunstan Park, and the potential for further deposits in the area, any development on currently undeveloped parts of the site will only be permitted where it can be demonstrated that there will be no harm or loss of these deposits (**Policy R6**). Where there is the potential for harm to peat reserves, site layout should be designed accordingly to protect and mitigate any harm to identified peat deposits on the site.

Urban design & heritage

- f) Development proposals must be designed with consideration for their impact on the Old Headington Conservation Area (**Policy HD3**).
- g) Retention of the significant green features within the site is important to retain the semi-rural feel of the conservation area and links to green spaces beyond the site.
- h) Development should be sensitive to the setting of the listed buildings within the site and nearby (**Policy HD3**).
- i) Proposals should ensure that the archaeological assets are appropriately investigated and responded to (**Policy HD5**).

Movement & access

- j) Existing access to the site from Dunstan Road should remain as the access to the site.

- k) Opportunities should be taken to enhance walk, cycle and wheel links into the site and circulation around the site.

Ruskin Field



Site area	3.51ha
Ward	Headington
Landowner	University of West London (UWL)
Current Use(s)	Greenfield vacant land with GI function
Flood zone	Flood Zone 1
Notable heritage assets	Site is entirely within the Old Headington Conservation Area and as a vestige of the rural landscape, the site makes an important contribution to the character, appearance and significance. There is a Grade II listed wall on the edge of the site. The site lies within the settings of a number of other listed buildings: The Rookery, Stoke House, 8 Dunstan Road, The Manor Farmhouse and Garden Wall of Manor Farmhouse, all Grade II listed and Church of St Andrew, Grade II* listed. The site is not within a view cone but there is potential for it to impact views from the Elsfield View Cone. Evidence of Iron Age activity and Roman pottery production has been recorded from the adjacent college campus site, so it has archaeological potential.
Notable ecological features	Potential for nature conservation interest. The site consists of a series of neutral grassland fields. They appear semi-improved ranging from species-poor to moderately species-rich (semi-improved – good). There is a pond in the southern part of the site. Some of the boundary hedges are wide and dense and likely to have value to birds. Potential protected species constraints include roosting bats, foraging and commuting bats, breeding birds, reptiles, amphibians and invertebrates.
Urban Greening Factor score	The site is likely to score above the Urban Greening Factor target.

Policy SPE14: Ruskin Field

Planning permission will be granted for residential development, which may include employer-linked affordable housing or student accommodation. The minimum number of dwellings to be delivered is 28 (or, if delivered as self-contained student rooms, the equivalent number of rooms when the relevant ratio is applied. Other complementary uses will be considered on their merits.

Open space, nature, flood risk

- a) The green character of the site is important to the setting of the Old Headington Conservation Area. The hedgerows and treelines are likely to have ecological value. For this reason, trees and hedgerows at the boundaries of the site and running through the site should be retained as far as possible, and opportunities taken for enhancement.
- b) New native hedge and tree planting should connect existing trees and hedgerows.
- c) Gardens and amenity spaces will need to have rich planting along boundaries to allow more diverse networks through the site for wildlife.
- d) The southern part of the site should be kept as open space, with opportunities taken for enhancement, particularly of any wetland features, and/or extension of the deciduous woodland priority habitat to the south.
- e) Detailed biodiversity surveys will be required at the right times of year to ascertain which if any protected species are present and any mitigations that may be needed.
- f) Due to the site's proximity to recorded peat reserves associated with Dunstan Park, and the potential for further deposits in the area, any development on currently undeveloped parts of the site will only be permitted where it can be demonstrated that there will be no harm or loss of these deposits (**Policy R6**). Where there is the potential for harm to peat reserves, site layout should be designed accordingly to protect and mitigate any harm to identified peat deposits on the site.

Urban design & heritage

- g) Significant green features should be incorporated to retain the function of the site as one of the few vestiges of the rural character of the conservation area, important to its setting and understanding its history.
- h) Buildings should be carefully placed to retain important views across the site and visual link with rural hills beyond, e.g. the important view from Stoke Place across the site to Elsfield (**Policy HD6**).
- i) Built development should avoid the southern part of the site where there is a pond with potential for wetland species, and a greater potential for peat deposits. This area should be used for enhancements to biodiversity and green infrastructure.
- j) Development should be kept low to reflect the rural character and role of the site in linking the conservation area to its more rural origins.
- k) Development must be accompanied by a Landscape Visual Impact Assessment to demonstrate impacts.
- l) Development should be sensitive to the setting of the listed buildings nearby (**Policy HD3**).
- m) Proposals should ensure that the archaeological assets are appropriately investigated and responded to (**Policy HD5**).

Movement & access

- n) Foxwell Drive is likely to provide the only option for vehicular access.
- o) Stoke Place is not suitable for providing vehicular access, but access to it for walkers, cyclists and wheelers should be considered in order to ensure

permeability.

Additional Requirements

- p) Due to potential impacts of noise and other pollutants from traffic on the A40, development proposals will need to demonstrate how layout of buildings and public spaces has been approached so as to minimise amenity impacts for users, including locating these away from these key pollution sources. This should also be informed by an acoustic design assessment that addresses the potential for significant environmental noise from these transport corridors (**Policies R4 and R8**).

Slade House



Site area	1.21ha
Ward	Lye Valley
Landowner	Oxford Health NHS Foundation Trust
Current Use(s)	Children's Mental Health Services
Flood zone	Flood Zone 1
Notable heritage assets	Parliamentarian siege line may cross through this plot. May require evaluation depending on building footprint.
Notable ecological features	Site is located within the impact risk zone of the Brasenose Wood and Shotover Hill SSSI which is sensitive to recreational pressure. It is also partially within the impact risk zone of the Lye Valley SSSI, which lies to the west of the site.
Urban Greening Factor score	The site is likely to score below the Urban Greening Factor target.

Policy SPE15: Slade House

Planning permission will be granted at the Slade House site for improved health-care facilities, associated administration, employment-generating use (of no bigger area than that present on the site at the time of adoption of the Plan), and/or residential development, including employer-linked affordable housing. Other

complementary uses will be considered on their merits, including academic institutional and education uses.

Open space, nature, flood risk

- a) A Tree Protection Order applies across the whole site, meaning the design of any redevelopment should be led by the presence of the trees on the site and be prepared in a way that these would be retained (**Policy G1**).
- b) Any new development to be arranged in a way that is sympathetic to the existing trees and green spaces and could utilise/or even enhance these to its benefit, maintaining a more natural and pleasant environment for potential residents.
- c) The potential presence of priority species/habitats on the site should be investigated through appropriate biodiversity surveys and any impacts on these addressed accordingly.
- d) Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water. Development proposals must incorporate sustainable drainage with an acceptable management plan (**Policy G7**).
- e) Planning permission will only be granted if it can be demonstrated that there would be no adverse impact on the integrity of the Brasenose and Shotover Park SSSI. Development proposals must be accompanied by an assessment of potential recreational pressure on the SSSI that may arise from increased numbers of visitors, along with plans to mitigate this impact as necessary (**Policy G6**).
- f) As the site is located partially within an identified impact risk zone for the Lye Valley SSSI, new development could have impacts on the functioning of this sensitive ecological site, particularly where it causes changes in surface water or groundwater conditions. Planning permission will only be granted if it can be demonstrated that there would be no adverse impact upon the Lye Valley SSSI (**Policy G6**), including through impacts on surface or groundwater flows and quality, as well as groundwater recharge. Where layout of new development is unable to avoid the risk zone to the west of the site, proposals should be designed to satisfy the applicable tests identified for the relevant impact risk zones set out in the Lye Valley Hydrogeological Impact Assessment report and accompanying Technical Advice Note. This may require additional supporting evidence in the form of a drainage strategy and/or hydrogeological impact assessment.

Urban design and heritage

- g) Proposals should ensure that the archaeological assets are appropriately investigated and responded to (**Policy HD5**).
- h) Opportunities for densification should be taken, for example by redeveloping areas of unused hard standing, and replacement of the lower-storey buildings.
- i) The impact on surrounding residential areas should be considered, with greater potential for height to the west and south, with greater height adjacent to the road, transitioning down to a residential scale at the back.
- j) Consideration should be given to arranging rooftops to have a pitch and style that mirrors the surrounding buildings as well as those on the site may help to fit in with the local vernacular.

Movement & access

- k) Applicants will also be expected to demonstrate how the development mitigates against traffic impacts and maximises access by alternative means of transport, including access into and through the site for walkers, cyclists and wheelers (**Policy C6**).

Additional requirements

- l) Due to potential impacts of noise and other pollutants from traffic on the Eastern bypass, development proposals will need to demonstrate how layout of buildings and public spaces has been approached so as to minimise amenity impacts for users, including locating these away from these key pollution sources. This should also be informed by an acoustic design assessment that addresses the potential for significant environmental noise from these transport corridors (**Policies R4 and R8**)
- m) As the site has a long standing healthcare use, proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).

Thornhill Park (phase 2)



Site area	3.39ha
Ward	Quarry and Risinghurst
Landowner	Shaviram Group
Current Use(s)	Residential, car parking and a sports ground.
Flood zone	Flood Zone 1
Notable heritage assets	N/A
Notable ecological features	<p>Previous ecological assessments indicate the site is comprised of species-poor grassland, scattered trees, scrub, and developed land. It contains a medium population of great crested newt (GCN) and multiple bat roosts. Other potential protected species constraints include reptiles, nesting birds, and badgers. The site is not designated for its nature conservation value. However, it is located in close proximity to the CS Lewis Nature Reserve.</p> <p>The site contains significant existing trees around the boundaries and scattered within the site which are important to public amenity in the area and will provide valuable ecosystem services. All trees within the site are protected by the OCC - London Road (No.1) TPO, 1994. Existing trees will influence developable area of site and its capacity. Part of this site is in the Local Nature Recovery Strategy (LNRS).</p>

Urban Greening Factor score	The site is likely to score above the Urban Greening Factor target.
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Policy SPE16: Thornhill Park (phase 2)

Planning permission will be granted for a residential-led mixed use redevelopment on the remainder of the Thornhill Park site, which should include some employment use (offices Class E). Other complementary uses will be considered on their merits and could include a café, restaurant, gym, hotel. The minimum number of new homes to be delivered is 170. Other complementary uses will be considered on their merits.

Open space, nature, flood risk

- a) Proposals for development should be informed by an updated ecological assessment in relation to biodiversity and to consider potential for known species of interest (great crested newts and bats) as well as potential for other species including reptiles, nesting birds and badgers. Recreational impacts on the CS Lewis Nature Reserve should be assessed and mitigation measures included, if necessary (**Policy G6**).
- b) Opportunities exist to reduce the overall amount of hard surfacing in favour of increased natural landscaping. Existing mature trees should be retained where possible as with other high-quality GI in order to preserve the Urban Greening Factor score. Layout should incorporate a network of amenity spaces such as pocket parks, or other forms of GI that provide linear connections across the site particularly where this can assist with movement of wildlife.
- c) A minimum of 10% public open space will be required onsite (**Policy G2**).
- d) The existing pavilion is 25 years old and at the end of its lifespan, unable to comfortably accommodate the needs. The loss is considered acceptable provided a contribution is made towards a replacement pavilion as set out in the previous planning permission.
- e) Southeast section of the site is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.

Urban design & heritage

- f) Development proposals that exceed the height stated in the High Buildings TAN may have an impact on the Historic Core Area and so will be required to provide an LVIA so that the full impacts can be understood and assessed as listed in **Policy HD6**.
- g) New development should respect design sensitivities particularly in the southern part of the site which is likely to have a visual impact on the countryside (**Policy HD1**).

Movement & access

- h) Walking, cycling and wheeling should be promoted in this site and opportunities taken to improve connectivity from the site through to neighbouring areas.
- i) The site is in an air quality hot spot area. Development proposals should demonstrate compliance with **Policy R4** by ensuring that all necessary mitigation measures against poor air quality have been incorporated during the construction and operational phases and ensuring that any potential negative air quality impacts are adequately mitigated on an ongoing basis, within and surrounding the site.

- j) Extensive site investigation works have been completed over parts of the site already, however a contamination investigation would be required in other areas due to its previous use and potential contamination risks, and an application should demonstrate how contamination issues will be resolved (**Policy R5**).
- k) Development proposals should include an acoustic design statement in compliance with **Policy R8** as this site is part of an area which is subject to significant environmental noise from the traffic on the A40.

Additional requirements

- l) There is the potential for land contamination on the site due to previous uses, and as a result proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).
- m) Due to potential impacts of noise and other pollutants from the site's proximity to the A40, development proposals will need to demonstrate how layout of buildings and public spaces has been approached so as to minimise amenity impacts for users, including locating these away from these key pollution sources. This should also be informed by an acoustic design assessment that addresses the potential for significant environmental noise from these transport corridors (**Policy R4 and R8**).

Union Street Car Park



Site area	0.24 ha
Ward	St Clement's
Landowner	Oxford City Council
Current Use(s)	City council owned car park
Flood zone	Flood Zone 1
Notable heritage assets	No designated buildings, spaces or structures on site. Site is within the Crescent Hall View Cone.
Notable ecological features	Mature trees line Collins Street.

Urban Greening Factor score	The site is likely to score below the Urban Greening Factor target.
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Policy SPE17: Union Street Car Park

Planning permission will be granted for student accommodation or residential led mixed use development on this site. The minimum number of dwellings to be delivered is 15 (or, if delivered as student rooms, the equivalent number of rooms when the relevant ratio is applied). Other complementary uses will be considered on their merits.

Open space, nature, flood risk

- a) Established natural features on the site and in its immediate vicinity including the mature trees lining Collins Street, should be retained and a setback maintained to allow for greatest access to their amenity. Integrating natural features including trees, along the frontages of Union and Chapel Streets should be explored. Alternative opportunities should be explored for integrating elements such as green roofs, green walls, roof gardens etc into any schemes (**Policy G3**).

Urban design & heritage

- b) Setbacks and boundary treatments need to be carefully considered to create an attractive frontage that is active, is suitably overlooked and which does not have an adverse impact on the amenity of occupiers of onsite development, neighbours and users of the paths (**Policy HD8**).
- c) Block layouts and massing should be carefully considered to avoid being overbearing to sensitive adjoining uses, particularly the primary school opposite.
- d) The height, massing and roofscape of proposals should be designed with consideration of their impacts of protected views (including the Crescent Hall View Cone) and the visual streetscape of the local area (**Policy HD6**).

Movement & access

- e) Car parking spaces should be retained to a level at which the City Council considers is reasonable to serve and safeguard the vitality of the district centre. Supporting information justifying the proposed level of car parking spaces should accompany any application. The retained car parking could be in a different form such as beneath ground level (undercroft), decking or surface level with buildings above.
- f) Because the site is in a highly sustainable location it is expected that any development will be low car i.e. no parking provision allocated onsite for occupiers of the development.
- g) Permeability of the site to walkers and wheelers should be enhanced to improve access to amenities on Cowley Road (**Policy C6**).

Additional requirements

- h) There is the potential for land contamination on the site due to previous uses, and as a result proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).

Warneford Hospital



Site area	8.67 ha
Ward	Churchill
Landowner	Oxford Health NHS Foundation Trust
Current Use(s)	Hospital, research, playing fields
Flood zone	Flood Zone 1
Notable heritage assets	Adjacent to the Headington Hill Conservation Area. Listed buildings onsite include the Warneford Hospital; Nurses Home; Chapel; Mortuary; lodge and front garden area wall and gate piers at entrance; stone in Warneford lane opposite entrance (all Grade II listed). The Grade II Barn at Cheney Farm is located just over the Warneford Road to the north west. Oxford Heritage Asset Register includes Warneford Meadow and Orchard OCWS, which is adjacent to site. Archaeological potential onsite includes Roman remains. A historic bund which runs along the boundary and into the site also has heritage value.
Notable ecological features	The site lies within an impact risk zone for the Lye Valley SSSI which lies to the east. Warneford Meadow and Orchard OCWS is directly adjacent to site on the southeast boundary, with Boundary Brook Corridor - Mileway Gardens OCWS also close by (to the east). The site contains large mature trees (some of which are protected with TPOs) and areas of priority habitat woodland. Part of this site is in Local Nature Recovery Strategy (LNRS).
Urban Greening Factor score	The site is likely to score above the Urban Greening Factor target.

Policy SPE18: Warneford Hospital

Planning permission will be granted for healthcare facilities and related uses at Warneford Hospital, including any of the following complementary uses:

- extra care accommodation;
- residential development, including employer-linked affordable housing and

- student accommodation;
- employment and research that has a link to healthcare;
- additional academic institutional and education uses subject to compliance with relevant local plan policies.
- Other complementary uses will be considered on their merits.

Open space, nature, flood risk

- Proposals should seek to retain existing features where possible, particularly higher quality elements like large mature trees (some of which are protected with TPOs); boundary features that help preserve amenity; and areas of priority habitat woodland present on the site. The loss of the former sports facility is considered justified only due to the need for and benefits of new hospital development.
- In order to retain the existing Urban Greening Factor score, any losses in green features should be compensated for. Losses of open space identified as supporting green infrastructure (**Policy G1**) will also need to be mitigated through enhancement of remaining GI. These requirements could be met in different ways, such as through enhancement of remaining areas of amenity grassland, additional planting such as new trees that can enhance canopy cover and the setting of the listed buildings, or improvements in linkages to nearby habitat, as well as new habitat creation.
- The potential presence of priority species/habitats on the site should be investigated through appropriate biodiversity surveys and any impacts on these addressed accordingly. Proposals should also consider potential for impacts on the adjacent Oxford City Wildlife Site and be designed in a way that avoids negative impacts for the species and habitats, which could include setbacks or buffers, as well as careful design of new lighting.
- As the site is located within an identified impact risk zone for the Lye Valley SSSI, new development could have impacts on the functioning of this sensitive ecological site, particularly where it causes changes in surface water or groundwater conditions. Planning permission will only be granted if it can be demonstrated that there would be no adverse impact upon the Lye Valley SSSI (**Policy G6**), including through impacts on surface or groundwater flows and quality, as well as groundwater recharge. Proposals should be designed to satisfy the applicable tests identified for the relevant impact risk zones set out in the Lye Valley Hydrogeological Impact Assessment report and accompanying Technical Advice Note, this may require additional supporting evidence in the form of a drainage strategy.
- A narrow strip of land along southeast boundary, adjacent to Warneford Meadow and Orchard OCWS is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.
- Due to the site's proximity to recorded peat reserves associated with the Lye Valley, and the potential for further deposits in the area, any development on currently undeveloped parts of the site will only be permitted where it can be demonstrated that there will be no harm or loss of these deposits (**Policy R6**). Where there is the potential for harm to peat reserves, site layout should be designed accordingly to protect and mitigate any harm to identified peat deposits on the site.

Urban design & heritage

- g) Redevelopment of the site offers a valuable opportunity to enhance mental healthcare provision and associated research, whilst addressing previous piecemeal development of parts of the hospital complex, bringing about improvements in site layout and the setting of listed buildings on the site. Developers are encouraged to follow a coordinated masterplan approach for the site to encourage holistic development and maximise on opportunities to improve efficient use of land; layout and connections through the site that prioritise walkers, cyclists and wheelers; and enhance the historic character and setting of the listed buildings.
- h) The relatively elevated nature of the site means that it also has some sensitivity in terms of impact of new development on the surrounding area. New buildings should therefore be of an appropriate height, scale and massing that responds to this wider context, with plots being arranged in a way that seeks to avoid further loss of the open character of the site such as by incorporating green gaps between them.
- i) As identified above, there are various designated heritage assets on the site or close by and proposals should be informed by an appropriate assessment and strategy that responds to these. In particular, proposals should be designed in a way that preserves and enhances the significance of the listed buildings (including their setting); as well as the broader landscape and adjoining Headington Hill Conservation Area. This could be done in various ways, such as by selecting materials that take inspiration from the adjacent Conservation Area or the existing Listed Buildings on the site; or by ensuring new buildings located close to designated assets are positioned sensitively (**Policy HD3**).
- j) There is also the potential presence of archaeological assets on the site including Roman remains. Proposals should ensure that these are appropriately investigated and responded to (**Policy HD5**).

Movement & access

- k) The potential for impacts on the sensitive heritage features along the boundary including the listed wall, gate piers and historic bund will need to be addressed if new access points are proposed into the site. Applicants will also be expected to demonstrate how the development mitigates against traffic impacts and maximises opportunities for access to the site by alternative means of transport, including access into and through the site for walkers, cyclists and wheelers.
- l) Redevelopment of the site offers the opportunity to consolidate car parking and reduce the car-dominated feeling of the grounds and proposals that can shift priority of circulation towards other forms of travel, such as walking, cycling and wheeling, will be strongly supported. This could include incorporating additional linkages through the site for walkers and wheelers; providing space for cycle storage; and utilising elements of open space for additional public access or the benefit of occupants where appropriate to the wider operation of the site.

Additional requirements

- m) Proposals should be designed in a way that seeks to preserve the amenity of neighbouring residents including mitigation of negative amenity impacts such as excessive lighting, noise, or air pollutants (**Policy R8**).
- n) The historic and ongoing uses of the site as a hospital may mean that some areas of potential contamination are present on the site. Proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).

CENTRAL AND WEST INFRASTRUCTURE AREA

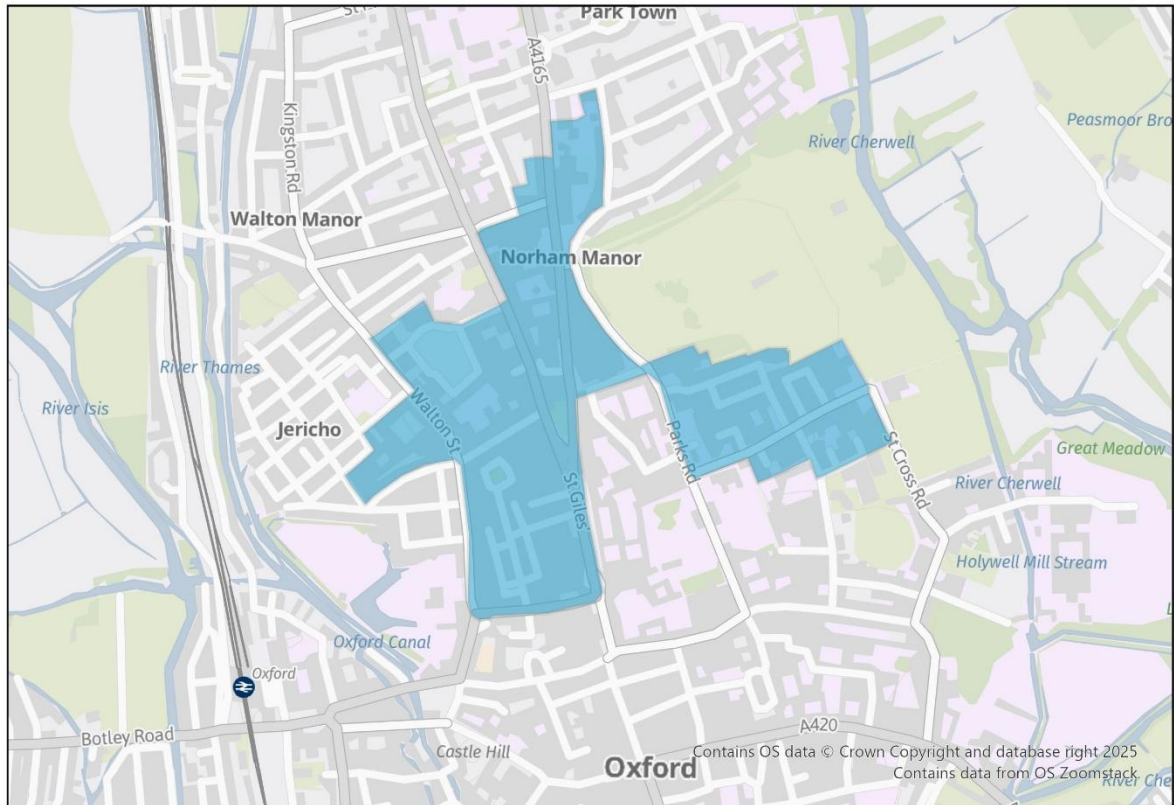
This area contains a wide variety of buildings and uses. It is a key area of public transport provision for rail and bus, and includes the Oxford railway station, Gloucester Green coach station and Seacourt Park & Ride. It contains most of the Oxford colleges and most of the faculties of the University of Oxford. In addition, it is the retail heart of the region and contains venues that attract people from a wide area, including cinemas, theatres, live music venues and the ice rink. The large numbers of people visiting together with those interchanging on public transport can create congestion and conflict in the public realm. High quality, thoughtfully designed public realm is key to the success of the area.

Some parts of the area are at high flood risk and so may be unsuitable for residential development. Flood mitigation measures, including new areas of flood storage and SuDS, integrated into green infrastructure enhancements, are likely to be necessary in the southern and western parts of the area.

Key considerations for infrastructure and design across the area are:

- Create high-density urban living with good provision and access to public open space
- Maintain a vibrant mix of uses
- Contribute to the knowledge economy
- Integrate flood risk mitigations into the public realm and green infrastructure
- Provide bridge suitable for walking, cycling and wheeling over the Thames to Oxpens
- Enhance accessibility and permeability of the area through good walking, cycling and wheeling links and enhanced public realm
- Support the redevelopment of Oxford railway station to create an easy and attractive transport interchange between rail, bus and active travel.

UNIVERSITY AREAS NORTH OF THE CITY CENTRE AREA OF FOCUS



University faculties and colleges dominate the area, with two large University of Oxford sites, the Radcliffe Observatory Quarter and the Science Area. These sites, and the area generally, is subject to continuous change. Many individual buildings are of high quality, as are the green spaces just outside the area (particularly University Parks). A particular challenge in this area is that large areas of university use can obscure routes for other users. They create spaces that do not appear public, even though they are, for example because of small areas of private parking and routes that can be dominated by servicing features at the back of buildings such as the large vents and tanks that serve lab spaces. Development in the area presents many opportunities to improve connectivity, landscaping and coherence between buildings and public space, making the area more welcoming.

Large buildings don't always interface well with the street or each other, but can appear as unrelated blocks. The ROQ site, having benefited from a masterplanned approach, represents an evolving modern institutional campus with a range of well-designed high-quality new buildings that relate well to each other and their surroundings. Whereas the land to the north of Keble Road is more of a patchwork of mid-to-late 20th century buildings from around the 1960s onwards, some of which lack the quality of their modern counterparts, located only a street or so away.

Busy roads running north-south sever the area, meaning that east west connections can be difficult. Redevelopments can offer opportunities to improve east-west connections for walkers, cyclists and wheelers. Walk, cycle and wheel improvements are essential to the success of the area to improve connectivity and permeability.

Apart from some tree-lined streets, there is a limited amount of green infrastructure. The area is framed by rivers, with the Thames to the west and Cherwell to the east, even so it is at very limited flood risk.

Heritage assets in the area include significant potential for archaeological interest, from late Neolithic-early Bronze Age onwards. The area around Beaumont Street and St John Street contains the site of a 12th Century Royal Palace and later Carmelite Friary, and the projected line of the Royalist Civil War defences also cross through this area. The area is located within three conservation areas- the Central (City and University) Conservation Area, Jericho Conservation Area and North Oxford Victorian Suburb Conservation Area. There are also many listed buildings within the area, notably the Ashmolean Museum and Taylor Institute (Grade I); Church of St Giles (Grade I); and the University Museum and Pitt Rivers Museum (Grade I).

POLICY NCCAOF: UNIVERSITY AREAS NORTH OF THE CITY CENTRE AREA OF FOCUS

Planning permission will be granted for new development within this Area of Focus where it would ensure that opportunities are taken to deliver the following (where applicable):

Greater public accessibility and perception of public accessibility through and within the area

- a) community and public uses of institutional buildings where possible, especially at ground floor level e.g. cafes and exhibition spaces;
- b) improved demarcation and legibility of public routes through the area, using urban design and wayfinding;
- c) provision of new publicly accessible routes, particularly running east-west;
- d) better integration of servicing infrastructure into the built form so that it does not dominate public spaces and routes or make them look like private servicing areas.

High quality design that responds to heritage assets as well as the area's vital academic role

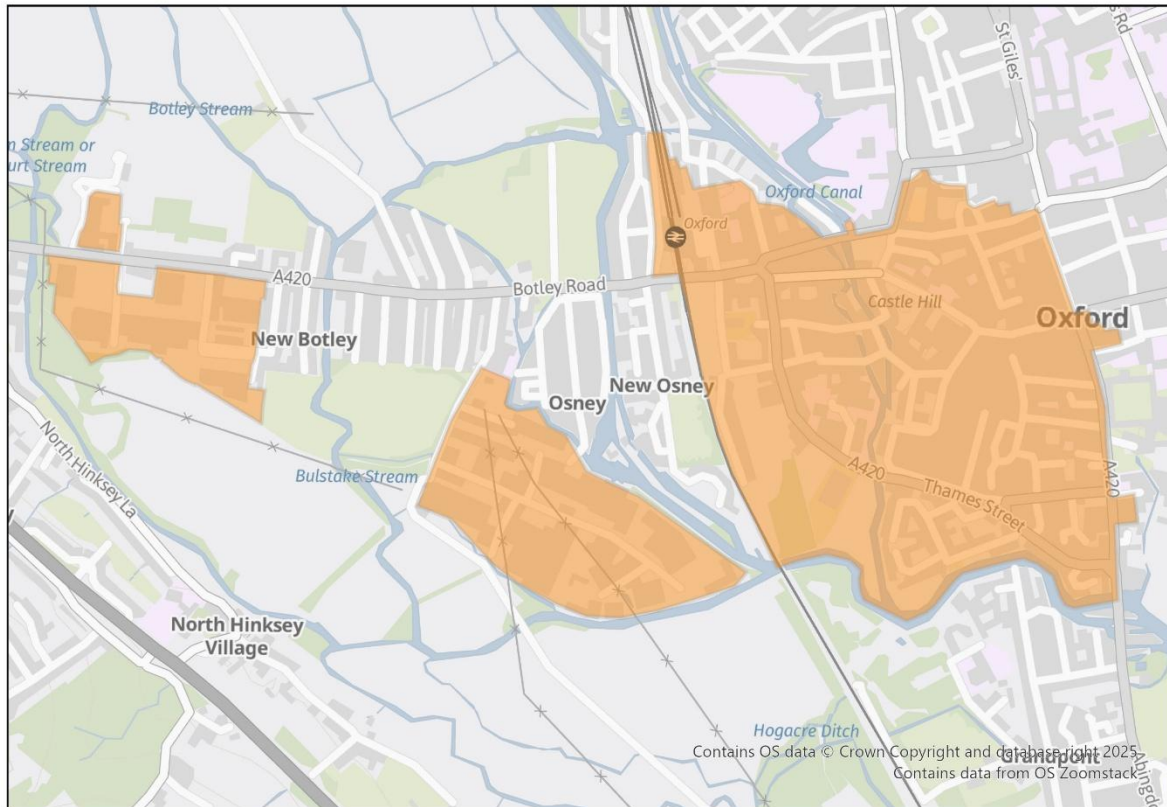
- e) building heights and roofscapes that are appropriate for their setting and that do not negatively impact on historic skylines, roofscapes or key views, particularly from University Parks, to and from the Cherwell Valley and to and from the historic towers and spires of the city centre;
- f) creation of a strong and well-defined building line along the streets;
- g) a design that balances the existing historic buildings onsite coupled with the celebration of cutting-edge science and research.

Environmental improvements to benefit biodiversity and the community and future occupiers

- h) enhanced landscaping, including tree planting and enhanced biodiversity and green corridors and SuDs;
- i) mitigation of potential negative air quality impacts that arise during the construction and operational phases;
- j) no adverse impact on the New Marston Meadows SSSI (part of the area is in proximity to the SSSI).

WEST END AND BOTLEY ROAD AREA OF FOCUS

The West End and Botley Road Area of Focus covers three distinct areas along the western corridor into the city centre: the West End, Osney Mead and Botley Retail Park.



Oxford's West End

Oxford's West End is located in the south-west corner of the city centre and includes Oxford Railway Station. The process of transforming this under-performing area has been ongoing for a number of years with large projects such as the Westgate Centre already delivered. There is further potential for the West End to become a vibrant city quarter through the successful development of a number of other key sites in the area.

Public/ civic spaces in the West End are in short supply. While existing spaces are well-used, the limited amount of them restricts the ability of residents and visitors to stay longer in the area. Opportunities therefore exist to create new publicly accessible spaces within the West End that incorporate appropriate green infrastructure.

The walking and wheeling experience of the West End is not always positive, with conflict between different roads users occurring in a range of ways. Some roads are dominated by vehicular movement with a lack of human scale and poor crossing opportunities for walkers and wheelers. There are also some links and footpaths that are narrow and poor-quality, for instance, parts of the towpath that will link Osney Mead and the West End (via the Oxpens River Bridge) are narrow, in poor condition and prone to flooding. Walk, cycle and wheel improvements are essential to the success of the area to improve connectivity and permeability, to other parts of the city and to destinations in neighbouring districts.

The West End has been developed and redeveloped numerous times through history and area as a whole has significant heritage value, being largely within the Historic Core Area, and parts being within the Central Conservation Area and the Osney Town Conservation Area. This provides an opportunity for well-designed high-quality buildings, public realm and streets that reflect and are well-related to, the historic core, the watercourses, and views into

and out from the area. Care therefore needs to be taken to ensure that the city's unique character and setting is not lost or harmed through redevelopment and regeneration of the area.

As such, the heights of new buildings will be an important consideration in this Area of Focus and there is likely to be a degree of tension in delivering development that protects and enhances Oxford's iconic dreaming spires and the ambitions of delivering certain development types. Wherever high buildings are proposed (over 15 metres), they should be accompanied by a visual impact assessment which clearly shows how the proposal relates to Oxford's historic skyline and will need to have regard to the High Buildings TAN.

Throughout the West End there are opportunities to enhance or improve the area where poorly integrated incremental development and large blocks with little relationship to the street detract from the heritage quality and experience of walkers and wheelers.

The transformation of Oxford Station is fundamental, not just to improve user experience, but to facilitate additional capacity to help deliver East West Rail and the re-opening of the Cowley Branch Line to passenger services. The delivery of these projects would connect people and businesses both locally and more widely across the Oxford-Cambridge Growth Corridor. Collectively, they would open up new journeys, reduce travel times, ease congestion on local roads and would bring more jobs within the reach of local people.

Osney Mead

Osney Mead sits outside the city's historic core, however given the close proximity to Oxford's dreaming spires, some similarities exist including the relationship between the historic views of the city's iconic skyline and the potential conflict with the scale of redevelopment ambitions in this area.

Osney Mead is a centrally located Key Employment Site. It is accessibly located close to the Oxford Railway Station, however there is a need for improvements to walking, cycling and wheeling connections into the wider area. It is important that this site maintains its role in creating a diverse employment base as it makes an important contribution to Oxford's employment land supply. However, changes to how space is used, the type of jobs provided and wider technologies mean that the employment function could be provided in a reduced area and an enhanced environment.

A transformation of Osney Mead has the potential to be delivered within the plan period. Planned infrastructure improvements including a bridge suitable for walkers, cyclists and wheelers ("the Oxpens River Bridge") to link Osney Mead directly to the West End via the Oxpens site are programmed to be delivered within the early part of the plan period which would provide better accessibility from Osney Mead and help create a natural extension of the city centre into this location.

West End and Osney Mead SPD

The West End and Osney Mead Supplementary Planning Document (SPD) is an area-based SPD, produced to support the delivery of sites in this part of the city centre. The SPD provides guidance about infrastructure interventions including green and blue infrastructure, public realm and walking, cycling and wheeling improvements that would enhance and improve the area. Infrastructure improvements should be made in line with the SPD.

Botley Road Retail Park

Botley Road Retail Park is a large 1980s-style retail park at the western edge of the city, featuring a variety of large single storey retail stores with associated surface-level car parking. The retail park is located adjacent to a residential area. The fields to the south form an important part of the historic landscape setting of the city, and the site is adjacent to the historic City and Liberty Boundary.

In recent years, the Botley Road Retail Park has been undergoing a transition towards a modern urban science district. Flexible lab-enabled, research and development (R&D) floorspace is being delivered to support growth in key sectors such as life sciences and the knowledge economy, including AI that support Oxford's key strengths.

Redevelopment at the Botley Road Retail Park has the potential to impact views into and out of the city. As such, the Botley Road Retail Park Design Brief TAN was produced and should be consulted in relation to design principles, building heights and the assessment of views alongside the High Buildings TAN.

Osney Mead and Botley Road Retail Park are both at risk from flooding.

Both these sites contain land within flood zones 3a and 3b and are surrounded by land in flood zone 3. This level of flood risk would have significant implications for the type and nature of development permissible at each site, and also where it can be located.

A comprehensive flood risk management strategy will need to be developed to ensure that uses here are delivered in a way which enables safe access and egress in times of flood. A Strategic Flood Risk Assessment Level 2 has been carried out.

POLICY WEBRAOF: WEST END AND BOTLEY ROAD AREA OF FOCUS

Planning permission will be granted for new development within this Area of Focus where it would ensure that opportunities are taken to deliver the following (where applicable):

Open space and nature

- a) Enhanced landscaping, including tree planting, enhanced biodiversity, green corridors, including to connect to the green spaces beyond the area, and integration of flood risk management and green spaces, including through SuDS.
- b) Enhanced provision of public spaces, including pocket parks and other civic spaces.
- c) Enhanced public frontage alongside the river and canal.

Urban design and heritage

- d) Positive contributions and enhancements to the character and setting of conservation areas and other heritage assets.
- e) Good quality urban design and place making including appropriate building heights for their setting that do not negatively impact on key views or historic skylines.
- f) Development opportunities at the Botley Road Retail Park in line with the guidance set out in the Botley Road Retail Park Development Brief TAN.
- g) Integration of servicing and plant infrastructure into the built form.

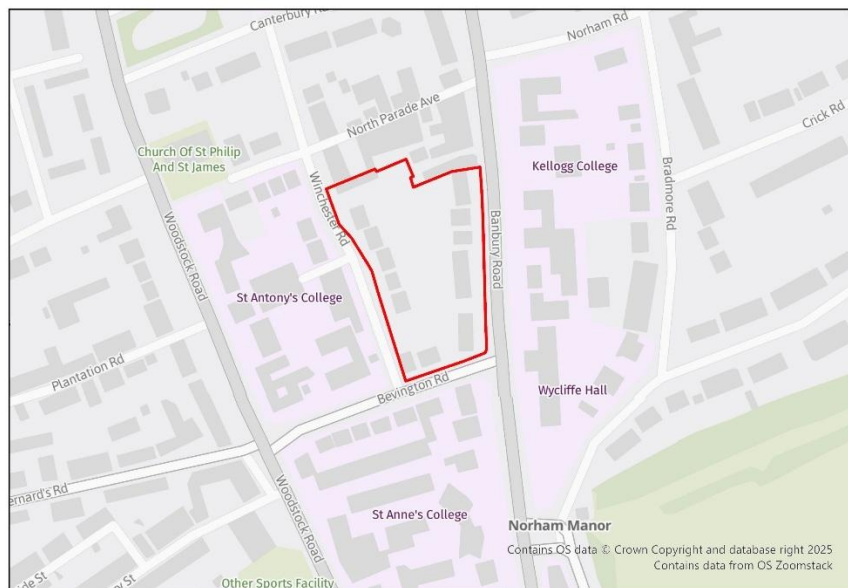
Movement and access

- h) Optimised connectivity and permeability for people wishing to walk, cycle or wheel in the area to other parts of the city. Walking, cycling and wheeling infrastructure improvements must be delivered in accordance with the requirements of the Oxford Local Cycling and Walking Infrastructure Plan.
- i) A reduction in car parking across the area.
- j) Improved demarcation and legibility of public routes through the area into the city centre, using urban design and wayfinding;

Infrastructure

- k) The redevelopment of Oxford Station to deliver a strong sense of arrival to Oxford and an improved environment for passengers aligning with the principles and priorities outlined in OxRail 2040: Plan for Rail.
- l) Enhancements to Frideswide Square to facilitate the creation of a western gateway;
- m) Mitigation of potential negative air quality impacts that arise during the construction and operational phases
- n) Public realm improvements undertaken in line with the infrastructure interventions set out in the West End and Osney Mead SPD.

Banbury Road University Sites – Parcel B



Site area	1.26 ha
Ward	Walton Manor
Landowner	University of Oxford and Hertford College
Current Use(s)	Academic and student accommodation
Flood zone	Flood Zone 1
Notable heritage assets	Within the North Oxford Victorian Suburb Conservation Area; Site includes Grade II listed 59 Banbury Road. . Many other Grade II listed

	buildings within the vicinity of the site, notably across Banbury Road including Wycliffe Hall, Wykeham House, 60 and 62 Banbury Road, and Gees' Restaurant located immediately adjacent to the north of the site on Banbury Road. Archaeological potential onsite includes prehistoric and Roman remains.
Notable ecological features	Surveys undertaken for recent planning application identified numerous bat roosts on part of the site bounded by Bevington Road. Proposed mitigation may need to ensure roosting opportunities remain post-development. Numerous mature trees, both within the site and alongside the perimeter fronting onto the three highways. One of these (in front of 10 Winchester Road) is protected by a Tree Preservation Order, whilst the others (of a certain size) benefit from conservation area protection. Within the impact risk zone of New Marston Meadows SSSI. The site is within an area identified as having potential hydrological connectivity with the Oxford Meadows SAC.
Urban Greening Factor score	The site is likely to score above the Urban Greening Factor target.

Policy SPCW1: Banbury Road University Sites – Parcel B

Planning permission will be granted for academic institutional uses, student accommodation, and/or residential development. The minimum number of dwellings is 54 (or, if delivered as student rooms, the equivalent number of rooms when the relevant ratio is applied). Other complementary uses will be considered on their merits.

Open space, nature, flood risk

- a) As the site falls within the identified impact risk zone for the New Marston Meadows SSSI, new development could have impacts on the functioning of this sensitive ecological site. Planning permission will only be granted if it can be demonstrated that there would be no adverse impacts on the integrity of the New Marston Meadows SSSI. Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water. Development proposals must incorporate sustainable drainage with an acceptable management plan (**Policy G6**).
- b) Development proposals must demonstrate that likely significant effects on groundwater recharge and water quality have been avoided, or mitigated where relevant, through the use of appropriate measures including SuDS (**Policy G6**).
- c) Development proposals involving subterranean development must include a hydrogeological investigation which must demonstrate that likely significant effects on groundwater flow have been avoided, or mitigated where relevant (**Policy G6**).
- d) Proposals should seek to retain existing features where possible, particularly higher quality elements like large mature trees and boundary features that help preserve amenity.
- e) In order to retain the existing Urban Greening Factor score, any losses in green features should be compensated for either through enhancement of lower quality areas with a greater variation in planting and new habitat, such as within and around the boundaries of new gardens, as well as additional planting such as new trees that can enhance canopy cover and the setting of the listed buildings and conservation area.
- f) The potential presence of priority species/habitats on the site should be investigated through appropriate biodiversity surveys and any impacts on these addressed accordingly. Proposals should also consider impacts on the surrounding areas, particularly, the nearby designated sites such as New Marston SSSI (**Policy G6**).

Urban design & heritage

- g) Proposals should be informed by an appropriate assessment and strategy that responds to the designated heritage assets on the site or close by. In particular, proposals should be designed in a way that preserves and enhances the significance of the listed buildings (including their setting); as well as the broader landscape including the North Oxford Victorian Suburb Conservation Area. This could be done in various ways, including selecting materials that take inspiration from within the conservation area or the existing listed buildings on and near to the site; ensuring new buildings located close to designated assets are positioned sensitively and buffered through use of green features (**Policy HD3**).
- h) There is also the potential presence of archaeological assets on the site including prehistoric and Roman remains. Proposals should ensure that these are appropriately investigated and responded to (**Policy HD5**).

Movement & access

- i) Opportunities should be taken to consolidate car parking and reduce the car-dominated character within the site. Proposals that can prioritise other forms of travel, such as walking, cycling and wheeling, will be strongly supported. This could include incorporating additional linkages through the site from north/south for walkers and wheelers.

Additional requirements

- j) Design measures may be necessary to mitigate negative amenity impacts such as those arising from noise pollutants as this site is part of an area which is subject to significant environmental noise from the traffic on Banbury Road and Winchester Road.
- k) Proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).

Botley Road Sites around Cripsey Road including River Hotel and Westgate Hotel



Site area	<p>Total of 0.84ha (all sites)</p> <p>Consists of the following three sites:</p> <ul style="list-style-type: none"> - 3-15 Botley Road and The River Hotel – 0.34ha - Land to the South of Cripsey Place – 0.31ha - Westgate Hotel, Botley Road and 3 - 7 Mill Street – 0.19h
Ward	Osney and St Thomas
Landowner	Christ Church
Current Use(s)	<p>613 - Mixed uses including River Hotel with associated car park, residential dwellings (5-15 Botley Road) and retail - Use Class E (3 Botley Road).</p> <p>614 – To the south of Cripsey Place, currently in residential use.</p> <p>615 – Westgate Hotel and 3-7 Mill Street, currently in use as a hotel and residential.</p>
Flood zone	Flood Zone 3a
Notable heritage assets	<p>All three sites are within the Historic Core Area and within view cone(s) (e.g., Boar's Hill). All three sites are located within the City Centre Archaeological Area. Part of the site lies adjacent to the Osney Town Conservation Area. Part of the allocation is included on the Oxford Heritage Asset Register (OHAR) - River Hotel and Westgate Hotel. There are several OHAR assets in the immediate vicinity of the sites, including the River Thames and Towpath and No. 2 Botley Road.</p> <p>The three sites are located close to a section of the Botley causeway as such there is some archaeological potential for localised remains.</p>
Notable ecological features	<p>In close proximity to parts of the core green infrastructure network (Osney St Thomas Allotments). There are mature trees within the site, including two within parcel 614 which are the subject of Tree Protection Orders (TPOs). The entire site is within Local Nature Recovery Strategy (LNRS).</p>
Urban Greening Factor score	The site is likely to score below the Urban Greening Factor target.

Policy SPCW2: Botley Road Sites around Cripsey Road including

River Hotel and Westgate Hotel

Planning permission will be granted for a residential-led development. The minimum number of dwellings to be delivered across the three sites is 20.

Other suitable uses for the site could include:

- Hotel accommodation;
- Replacement retail (Use Class E)

Development proposals involving hotel accommodation should be in accordance with **Policy E5**.

Other complementary uses will be considered on their merits.

Open space, nature, flood risk

- a) A sequential approach should be taken to locating development on the site, with more vulnerable uses away from the highest flood risk. A site-specific Flood Risk Assessment (FRA) is required and should consider onsite routes and any infrastructure required to reach the access route. Areas of flood risk surround the site to the east, with no completely flood free egress options and part of the access/egress route from the site over land with high flood risk. Given there is no advance flood warning provision for the site, the potential for evacuation before a more extreme fluvial or pluvial flood, considering the effects of climate change for the lifetime of the development, needs to be considered by an FRA, with advice sought from the emergency services and the local authority's emergency planner. Flood warnings will be essential for safe access and egress to the sites, ideally ensuring that the route identified can be utilised before the onset of flooding. Areas of high surface water flood risk are also present along both access routes, therefore the FRA should consider in more detail the nature of the flood risk to determine how quickly it occurs and the degree of hazard. The drainage strategy should be designed to manage runoff arising from the development and ensure surface water flood risk on and off the site is not increased, noting that potential for infiltration SuDS is likely to be quite limited. A geotechnical investigation should be undertaken at this site to obtain further information relating to infiltration rates to confirm whether infiltration could be viable in some areas (**Policy G7** and **Policy G8**).
- b) The whole site is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.
- c) Development proposals should seek to retain the mature trees adjacent to the river. A 10-metre watercourse buffer should be maintained or reinstated where possible.
- d) Appropriate ecological surveys should be undertaken to ensure that development proposals do not have an adverse impact on protected species. A lighting strategy may also be required given the proximity to the River Thames which could provide a foraging habitat for bats.

Urban design & heritage

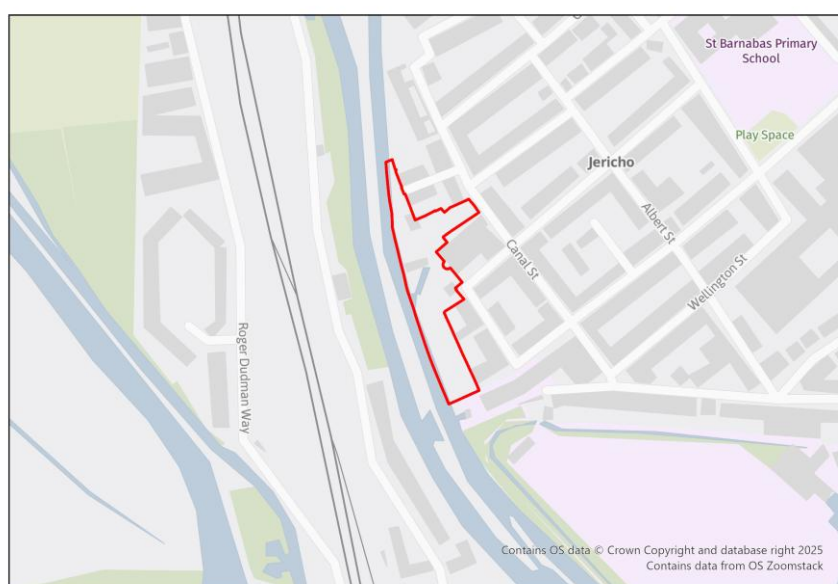
- e) Development proposals should be designed with consideration of their impacts on the setting of the Osney Town Conservation Area (**Policy HD3**).

- f) The Boar's Hill view cone covers the entire site allocation. Proposals should be designed in a way that responds to this protected view (**Policy HD6**).
- g) Development should be based upon a clear understanding of the significance of the site and its surrounding context. The size, alignment and design of any proposed development should take account of the importance of preserving the visual and physical connections between important, surviving, historic elements.
- h) Development proposals that exceed the height stated in the High Buildings TAN may have an impact on the Historic Core Area and so will be required to provide an LVIA so that the full impacts can be understood and assessed as listed in **Policy HD6**.
- i) Materials and construction details used for new development schemes should be of high quality, appropriate for the setting and sympathetic to the local context.
- j) There is also some potential for archaeological remains on the site relating to the Botley Causeway. Proposals should ensure that these are appropriately investigated and responded to (**Policy HD5**).

Movement & access

- k) The most appropriate vehicular access would be to continue use of Botley Road. Applicants will be expected to demonstrate how the development enables access by alternative means of transport including improving connectivity to support walking, cycling and wheeling.

Canalside Land, Jericho



Site area	0.49ha
Ward	Carfax and Jericho
Landowner	Cheer Team, Canal and River Trust, Oxford City Council, The Church of England
Current Use(s)	Boat hire facility, open space and derelict workshops

Flood zone	Flood Zone 3b
Notable heritage assets	Lies within the Jericho Conservation Area and is adjacent to both the Grade I listed St Barnabus Church and Registered Park and Garden (Worcester College, Grade II*)
Notable ecological features	The site is adjacent to the Oxford Canal, an Oxford City Wildlife Site. All of the site is within a Local Nature Recovery Site (LNRS) Within 600m of Port Meadows SSSI (part of the Oxford Meadows SAC)
Urban Greening Factor score	The site is likely to score below the Urban Greening Factor target.

POLICY SPCW3: Canalside Land, Jericho

Planning permission will be granted for a mixed-use development at the Canalside Land site that includes the following:

- Residential dwellings;
- A community centre to replace the existing Jericho Community Centre on Canal Street;
- Public open space;
- Replacement operating boatyard;
- Electric charging points for mooring boats;

Other complementary uses will be considered on their merits.

Open space, nature, flood risk

- a) Planting that enhances the waterside and promotes connections between it and the wider area is encouraged, as well as habitat features that can support the foraging and shelter of wildlife of the adjacent ecological designated sites.
- b) The site contains significant existing trees including a false acacia and silver birch in the public open space north of the church and an ash tree in the church grounds next to Cardigan Street. There is also a row of important trees adjacent to the site along the western side of the canal towpath. These trees are collectively important to public amenity in the area and provide valuable ecosystem services, they should be retained where possible.
- c) Development proposals should be accompanied by an assessment of potential recreational pressure on the immediate setting including the canal towpath and the Oxford Meadows SAC that may arise from increased numbers of visitors, along with plans to mitigate this impact, as necessary.
- d) Development proposals should be accompanied by ecological and lighting assessments of the potential impact on ecology and protected species on site and adjacent canal and Castle Mill Stream, along with plans to mitigate this impact as necessary. This is because the canal is likely to be an important foraging and commuting resource for bats and should not be subject to any artificial illumination as a result of the proposed development.
- e) All of the site is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they've explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further detail.
- f) Planning applications should be accompanied by a site specific Flood Risk Assessment (FRA) and development should incorporate any mitigation measures. The FRA should look at options for early warning. Areas of flood risk surround the site to the east so a site-specific FRA should consider the evacuation requirements

before the design event and a more extreme fluvial or pluvial event taking account of the site layout and advice to be sought from the emergency services, including the local authority's emergency planner.

- g) The majority of the site is located within Flood Zone 2 with areas of Flood Zone 3 located along the boundary with the tow path and extending into the central parcel of the site adjacent to the church. A sequential approach should be taken to locating development on the site, with development prioritised first within Flood Zone 1 prior to consideration of any siting within Flood Zone 2 or 3a. Part of this site is also at significant risk from surface water flooding, therefore a site-specific FRA should also consider the nature of the surface water flood risk in more detail to determine how quickly it occurs and the degree of hazard on site. A drainage strategy will be required to manage run-off arising from the development and ensure that surface water flood risk on and off the site is not increased (**Policy G7**).

Urban design & heritage

- h) The design should respect the waterfront heritage of the site, the conservation area and conserve or enhance the significance of the Grade I listed St Barnabas Church in compliance with (**Policy HD3**).
- i) An area of public open space should be created to support the community and boatyard uses and open up views of St Barnabas Church from the canal. If necessary, the wall separating the church and any proposed open space could be demolished, however, as the wall is curtilage listed and as it relates to an active place of worship, separate Faculty approval would be required from the Diocese. Listed building consent would not be required for such demolition.
- j) The location, size and design of the public open space should consider the potential to facilitate community events (e.g. street markets), as well as, land a bridge crossing and endeavour to avoid fettering any future opportunities to provide a bridge crossing.
- k) Proposals should consider the adjacent Registered Park and Garden (Worcester College, Grade II*) in compliance with (**Policy HD3**).

Movement & access

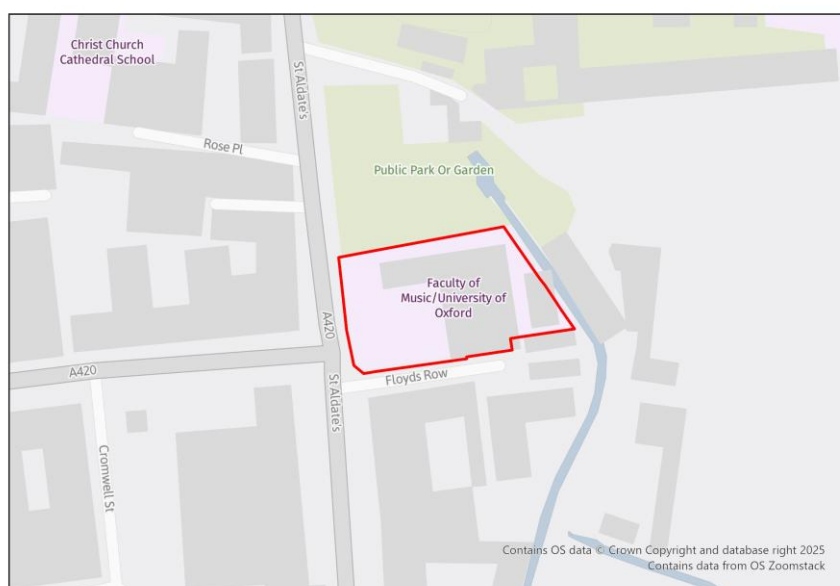
- l) Development proposals should deliver improvements to the connections into and around the site, specifically over the canal and towards Oxford City Centre along the towpath. This could also be secured via financial contribution(s) where viable.
- m) Applicants will be expected to demonstrate how the development enables access by alternative means of transport including improving connectivity to support active travel such as walking, cycling and wheeling.

Additional requirements

- n) As the site contains a historic boatyard, proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).
- o) Due to potential impacts of noise and other pollutants from an on-site boatyard, development proposals will need to demonstrate how layout of buildings and public spaces has been approached so as to minimise amenity impacts for users, including locating these away from these key pollution sources. This should also be informed by an acoustic design assessment that addresses the potential for significant environmental noise from these transport corridors. The on-site boatyard may need some sealed storage areas if fuels, paints and chemicals are

- being used (**Policy R4 and R8**).
- p) The existing Jericho Community Centre on Canal Street has been identified as being in a state of poor repair and failing to achieve modern accessibility standards. Development proposals should include provision for a replacement community centre, the size and scale of which should be justified through the submission of a Community Needs Assessment and sustainable business plan to accompany future planning applications.

Faculty of Music



Site area	0.33 ha
Ward	Holywell
Landowner	Christ Church / University of Oxford
Current Use(s)	Academic institutional
Flood zone	Flood Zone 2
Notable heritage assets	Within the Central (University and City) Conservation Area; several Grade I and Grade II listed buildings in close vicinity, particularly towards the north of the site on St Aldate's. The Grade II listed Christ Church Footbridge and flanking walls in the Memorial Garden and Screen all lie immediately adjacent to the north of the site, with part of Christ Church Meadow; a Grade I Registered Park and Garden just beyond. Archaeological potential onsite includes Middle-Late Saxon Archaeology (adjacent to possible causeway).
Notable ecological features	N/A
Urban Greening Factor score	The site is likely to score below the Urban Greening Factor target.

Policy SPCW4: Faculty of Music

Planning permission will be granted for academic uses, residential development (potentially including employer-linked housing if academic institutional uses remain on the site) and/or student accommodation on the site. The minimum number of dwellings to be delivered on the site is 23 (or, if delivered as student rooms, the equivalent number of rooms when the relevant ratio is applied). Other complementary uses will be considered on their merits.

Open space, nature, flood risk

- a) Proposals should seek to retain existing features where possible, such as the large mature trees fronting onto St Aldate's which contribute amenity benefits.
- b) Opportunities should be taken to protect and enhance the watercourse adjoining the site and a 10m buffer should be retained between the edge of the watercourse and the built development (**Policy G2**).
- c) In order to retain and where necessary increase the existing Urban Greening Factor score, any losses in green features within the site should be compensated through enhancement of lower quality areas with a greater variation in planting and new habitat within the site.

Urban design & heritage

- d) Proposals should be informed by an appropriate assessment and strategy that responds to the designated heritage assets in close proximity to the site. In particular, proposals should be designed in a way that preserves and enhances the significance of the adjacently sited designated heritage assets (including their setting); as well as the broader landscape including the Central (University and City) Conservation Area. This could be done in various ways, including selecting materials that take inspiration from within the conservation area or the existing listed buildings near to the site; ensuring new development located close to designated assets are positioned sensitively and buffered through use of green features (**Policy HD3**).
- e) Proposals should reflect the materials of the existing development. They should be designed in a way that is sensitive to the Central (University and City) Conservation Area of which it lies within, particularly regarding heights, massing, roofscape and local character and street scene (**Policy HD6**).
- f) There is also the potential presence of archaeological assets on the site including middle-late Saxon archaeology remains. Proposals should ensure that these are appropriately investigated and responded to (**Policy HD5**).

Movement & access

- g) Opportunities should be taken to reduce the level of car parking along Floyds Row.
- h) Circulation within the site should continue to prioritise walking, cycling and wheeling.
- i) New residential development should be car free.
- j) The principal access should remain in the same location, although opportunities to increase permeability for walkers, cyclists and wheelers should be considered.

Jowett Walk (South)



Site area	0.21 ha
Ward	Holywell
Landowner	Merton College
Current Use(s)	Site currently a house, gardens and car park.
Flood zone	Flood Zone 1
Notable heritage assets	Within the Central (University and City) Conservation Area and within the Historic Core Area and the City Centre Archaeological Area. Opposite the Grade II listed School of Geography, and adjacent to buildings fronting Holywell Street, most of which are listed.
Notable ecological features	Green infrastructure on the site including mature trees. Within the impact risk zone of the New Marston Meadows SSSI.
Urban Greening Factor score	The site is likely to score above the Urban Greening Factor target.

Policy SPCW5: Jowett Walk

Planning permission will be granted for residential development or student accommodation on this site. The minimum number of dwellings to be delivered is 14 (net gain) (or, if delivered as student rooms, the equivalent number of rooms when the relevant ratio is applied). Other complementary uses will be considered on their merits.

Open space, nature, flood risk

- a) As the site falls within the identified impact risk zone for the New Marston Meadows SSSI, new development could have impacts on the functioning of this sensitive ecological site. Planning permission will only be granted if it can be demonstrated that there would be no adverse impacts on the integrity of the New Marston Meadows SSSI. Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water. Development proposals must incorporate sustainable drainage with an acceptable management plan (**Policy G6**).
- b) Development proposals should retain and enhance existing trees and vegetation on site, and take opportunities to strengthen biodiversity corridors and habitat linkages.

- c) There is potential for swifts and bats on site; development proposals should take opportunities to improve wildlife linkages or habitat continuity across the site and with neighbouring areas.
- Urban design & heritage**
- d) Development should be sensitively designed to respect the site's location within the Central Conservation Area, demonstrating high-quality architectural design that reinforces the historic and collegiate character of the surroundings, including listed buildings (**Policy HD3**).
- e) The site is within the City Centre Archaeology Area and there is a high potential for medieval archaeology (as demonstrated by 1990s excavation directly to the east). Any proposals would be likely to require assessment and evaluation (**Policy HD5**).
- Movement & access**
- f) Opportunities should be taken to improve permeability for walkers, cyclists and wheelers, providing direct links to existing footpaths, cycle networks, and adjoining recreation ground.
- g) Because the site is in a highly sustainable location it is expected that any development will be low car i.e. no parking provision allocated onsite for occupiers of the development.
- h) Any re-development of this site would be likely to require a site investigation and contamination risk assessment.

Manor Place



Site area	1.24ha
Ward	Holywell
Landowner	Merton College
Current Use(s)	Former tennis courts/allotments/orchards
Flood zone	Flood Zone 3a
Notable heritage assets	Site is entirely within the Central (University & City) Conservation Area. It also lies within the Historic Core Area and City Centre Archaeological Area. It is adjacent to multiple Grade I, II, and II* listed

	buildings. The site lies within the setting of 15th c Magdalen Precinct wall, and GD I & II. St Catherine's College (and affiliated buildings) St Cross Building, 10 Cross Road. It is adjacent to Magdalen College Grade I Registered Park and Garden. The site is in line with the Elsfeld, Doris Field and Headington Hill Allotments view cones but may also appear in others as it is located in the Historical Core Area. Archaeological information submitted with the latest planning application suggests the site contains the likely line of the Civil War outer Defences. The site contains the line of Royalist defences that should be preserved in situ.
Notable ecological features	Site is in within the impact risk zone of New Marston Meadows SSSI. Site is adjacent to Magdalen Grove geological SSSI. The area is characterised by hedged boundaries and several mature/semi mature trees established on the site, particularly at the northern and southern corners. The site itself contains various types of natural ground cover including grass, scrub and scattered trees. These contribute to the green, semi-rural character of the setting of the site which includes Holywell Cemetery, St Cross Annex and the Magdalen College Deer Park and likely have high biodiversity value. The site contains Section 41 (Priority/ Principal) habitats that fall within the LPA.
Urban Greening Factor score	The site is likely to score above the Urban Greening Factor target.

Policy SPCW6: Manor Place

Planning permission will be granted for student accommodation or car free residential development or a mix of both uses. The minimum number of dwellings to be delivered on the site is 43 (or, if delivered as student rooms, the equivalent number of rooms when the relevant ratio is applied). Other complementary uses will be considered on their merits.

Open space, nature, flood risk

- a) As the site falls within the identified impact risk zone for the New Marston Meadows SSSI, new development could have impacts on the functioning of this sensitive ecological site. Planning permission will only be granted if it can be demonstrated that there would be no adverse impacts on the integrity of the New Marston Meadows SSSI. Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water. Development proposals must incorporate sustainable drainage with an acceptable management plan (**Policy G6**).
- b) As the site is adjacent to Magdalen Grove SSSI a buffer zone will be required during construction phase to ensure the SSSI land is not disturbed.
- c) Part of the site is located within Flood Zone 3a and Flood Zone 2, and a sequential approach should be taken to locating development on the site, with development prioritised first within Flood Zone 1 prior to consideration of any siting within Flood Zone 2 or 3a. A site-specific Flood Risk Assessment (FRA) will be required and should consider onsite routes and any infrastructure required to reach the access route. Access/egress from the site is over land in low flood risk, however the FRA should consider the evacuation requirements before the design event and a more extreme fluvial event. Early flood warning will be vital to ensure the access route can be utilised before floodwater inundates the northeastern part of the site, given the site's proximity to the River Cherwell (**Policy G7**).
- d) The drainage strategy should be designed to manage runoff arising from the

development and ensure surface water flood risk on and off the site is not increased, noting that potential for infiltration SuDS is likely to be quite limited (**Policy G8**).

- e) The hedged boundaries are an important characteristic of the area and should be retained, as should the mature trees and areas of trees in the northern and southern corners, helping retain the green, semi-rural character of the setting.

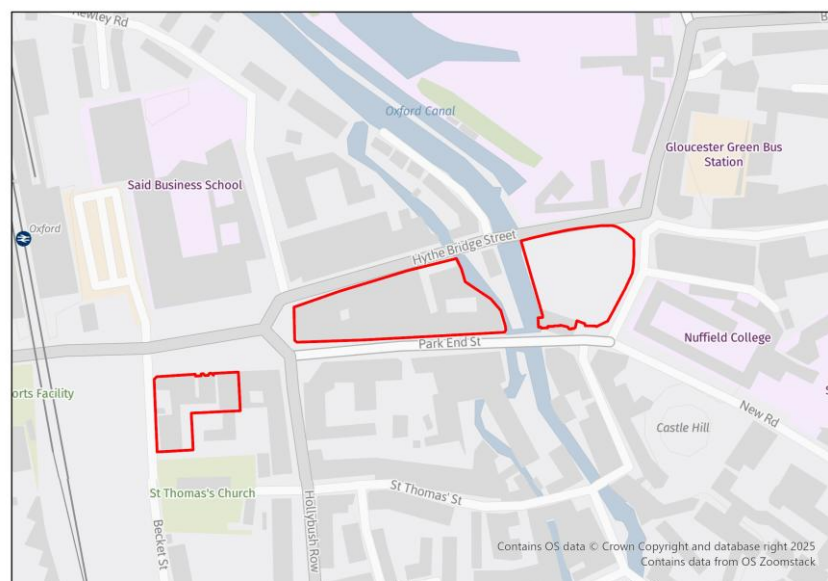
Urban design & heritage

- f) Development should seek to preserve the special character of the conservation area within which it lies (**Policy HD3**). The size, alignment and design of any proposed development should take account of the importance of preserving the visual and physical connections between important, surviving, historic elements.
- g) Proposals should ensure that the archaeological assets are appropriately investigated and responded to (**Policy HD5**), preserving the Royalist Civil War rampart and ditch line in situ.
- h) Materials and construction details used for new development schemes should be of high quality, appropriate for the setting and sympathetic to the local context.

Movement & access

- i) The most appropriate vehicular access would be to widen and extend the existing walk, cycle and wheel access from Manor Place to the north of the site, incorporating land in Merton College's ownership.
- j) Vehicular access should be minimised by low-car residential development or student accommodation.
- k) Access via Holywell Mill Lane to the south is unlikely to be deliverable as it is not under the control of Merton College and the visibility at the junction with St Cross Road is substandard.
- l) Applicants will be expected to demonstrate how the development enables access by alternative means of transport including improving connectivity to support walking, cycling and wheeling.

Nuffield sites (Island Site/ Worcester St Car Park and Pub/ Land South of Frideswide Square)



Site area	Total of 1.42ha (all sites) Consists of the following three sites: Island Site - 0.65ha Worcester St Car Park and Public House - 0.51ha Land South of Frideswide Square - 0.26ha
Ward	Osney & St Thomas and Carfax & Jericho
Landowner	Nuffield College
Current Use(s)	Mix of uses across the three sites including hotel, employment, ground floor retail, cafes, and surface level car park.
Flood zone	Island site: <ul style="list-style-type: none"> • Flood Zone 3b Worcester St Car Park and Public House: <ul style="list-style-type: none"> • Flood Zone 3a Land South of Frideswide Square: <ul style="list-style-type: none"> • Flood Zone 2
Notable heritage assets	<p>Central (City and University) - Island site (070) adjacent to boundary. Worcester St Car Park (081) and Land South of Frideswide Square (624) are within the Central (City and University) Conservation Area. The Island site is adjacent to the boundary.</p> <p>All three sites are located within the Historic Core Area and within several view cones (e.g., Raleigh Park and Boar's Hill)</p> <p>Island site:</p> <ul style="list-style-type: none"> • Close proximity to Grade II Listed Coopers Marmalade Factory • Close proximity to Scheduled Ancient Monument: Oxford Castle and earlier settlement remains (including Castle motte/ mound) • Close proximity to Rewley Abbey Scheduled Ancient Monument – predominantly below ground. Upstanding remains exist along Beesley Lane. • Includes Local Heritage Assets on the OHAR: Former Hartwells Garage and Royal Oxford Hotel <p>Worcester St Car Park, in close proximity to:</p> <ul style="list-style-type: none"> • Grade I Well House, Oxford Castle • Grade II Listed Nuffield College • Grade II Listed Boundary Wall on Worcester College • Scheduled Ancient Monument: Oxford Castle and earlier settlement remains (including Castle motte/ mound) • Grade II* Worcester College Registered Park and Garden <p>Land South of Frideswide Square:</p> <ul style="list-style-type: none"> • Close proximity to Grade II Listed Coopers Marmalade Factory, (frontage)- also near Island Site (070) • Close proximity to Grade II Listed St Thomas Vicarage (to the rear) • Close proximity to Grade II Listed Church of St Thomas the

	<p>Martyr (Becket St)</p> <ul style="list-style-type: none"> Contains Local Heritage Assets on the OHAR: former Castle Hotel, Park End St <p>All three sites lie within the locally designated, City Centre Archaeological area. The sites are of archaeological interest with fragments of industrial archaeology having been excavated previously.</p>
Notable ecological features	<p>Parts of the site is identified in the Local Nature Recovery Strategy (LNRS).</p> <p>There are mature trees along the northern edge of the Castle Mill Stream (within the Worcester St Car Park site), and to the rear of the Land to the South of Fridiswide Square, which are protected (TPO) due to their location within the Central (City and University) Conservation Area.</p>
Urban Greening Factor score	<p>The site is likely to score below the Urban Greening Factor target.</p>

Policy SPCW7 – Nuffield Sites

Planning permission will be granted for a mix of uses across the three sites that delivers residential and/or student accommodation, employment uses, and appropriate other uses including retail, cafés/restaurants and other uses that support the evening economy. A minimum number of 59 dwellings (net gain) (or if delivered as student rooms, the equivalent number of rooms when the relevant ratio is applied).

Development proposals across the three sites should be brought forward in accordance with a masterplan-led approach that sets out the anticipated development phases in which the sites will be brought forward. Where a phased delivery strategy is proposed, it should include the location and phase that will bring forward the residential development and ensure the minimum number of dwellings can be delivered in full.

Development proposals should have regard to the principles set out in the West End and Osney Mead SPD. Other complementary uses will be considered on their merits.

Open space, nature, flood risk

- Development proposals should take opportunities to enhance biodiversity along the waterfront. Such measures could include bank restoration measures at the western bank of the Wareham Stream. Improvements to habitat connectivity across the three sites will be sought. Appropriate tree-planting should be provided and the incorporation of green roofs/ walls should be considered to support biodiversity.
- Opportunities should be taken to improve access to Castle Mill Stream from the Worcester St Car Park site.
- Parts of the site is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.
- Appropriate ecological surveys should be undertaken to ensure that development proposals do not have an adverse impact on protected species (e.g. bats/ breeding birds). A lighting strategy may also be required given the proximity to the Wareham and Castle Mill Streams, both of which could provide a foraging habitat for bats.

- e) A site-specific Flood Risk Assessment (FRA) will be required, and a sequential approach should be taken to locating development on the site. More vulnerable development will be expected to be located away from the areas at highest risk of flooding. A site-specific FRA should consider onsite routes and any infrastructure required to reach the access route. Access/egress from the site is over land in low flood risk, however the FRA should consider the evacuation requirements before the design event and a more extreme fluvial event, particularly given that there is no advance flood warning provision for the site. The drainage strategy should be designed to manage runoff arising from the development and ensure surface water flood risk on and off the site is not increased, noting that potential for infiltration SuDS is likely to be quite limited (**Policy G7** and **Policy G8**).

Urban design & heritage

- f) Development proposals involving taller buildings that exceed the height stated in the High Buildings TAN should be designed with consideration of their impact on views. In particular, views out from the historic core, views into the site (e.g., from the Raleigh Park and Boar's Hill view cones), further views, and relevant local views into, out from and across the site should all be considered. Applications must be supported by a full assessment so that the full impacts can be understood and assessed.
- g) Prior to undertaking any landscape or visual assessment work, the key views should be discussed and agreed in advance in writing with the City Council. Special attention will need to be paid to views from the Castle Motte to avoid harm to the setting of Oxford Castle.
- h) Development proposals should show how the design of the scheme has been influenced by and has considered the city's heritage. Proposals should demonstrate how the existing designated and non-designated, heritage assets can be incorporated into plans to redevelop the site, or justify an alternative approach.
- i) Ground floor uses that seek to activate building frontages will be sought throughout these sites.
- j) Public spaces created within the development should seek to create their own identity, form and function. The creation of new public/ managed space at the Island site and/ or the Worcester St Car Park site should be complementary to existing and proposed public spaces within the wider West End area. If more than one public space is proposed within the Nuffield sites, these spaces should be designed to complement each other rather than directly competing with each other.
- k) The inclusion of inspiring public art to support wayfinding is encouraged.
- l) The creation of new routes through the sites should consider how to re-imagine, protect or enhance existing views of the city's heritage assets.
- m) Proposals should ensure that the archaeological assets are appropriately investigated and responded to (**Policy HD5**).

Movement & access

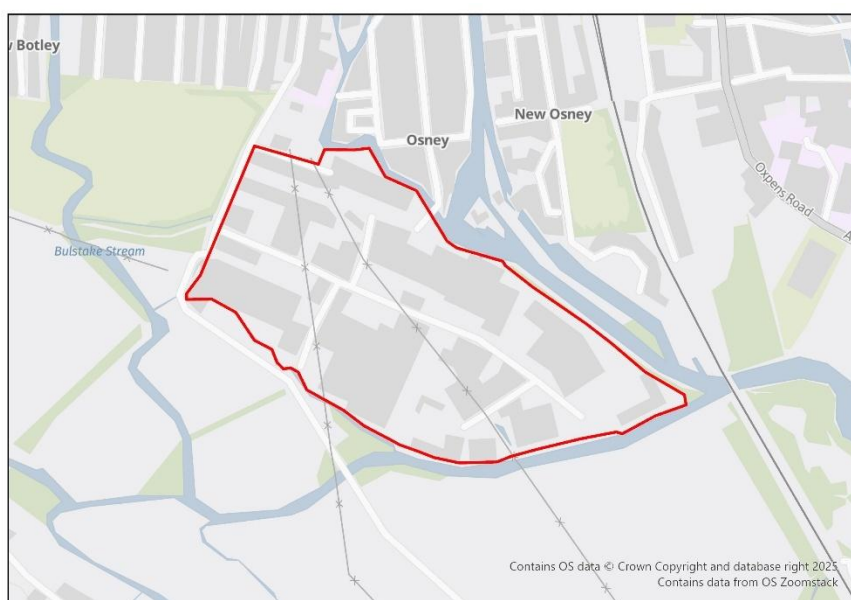
- n) The development should contribute to the cost of public realm improvements to Hythe Bridge Street and Park End Street which could include new and improved crossings, and other environmental improvements to create a safe and legible environment for walkers, cyclists and wheelers.
- o) New well-designed route/s through the development should be created, in particular where these can facilitate movement between Hythe Bridge St and Park End St. Improvements to the internal circulation for users within the sites should also be investigated. New walk, cycle and wheel routes created within the sites should be supported by appropriate wayfinding.
- p) The frontage of the Island site onto Frideswide Square should deliver

improvements that establish this part of the site within its context as part of the western gateway to the city. Both the Island site and the Worcester St Car Park provide opportunities to use the city's heritage to support routes through the sites and to deliver clear access from the public realm. Walk/cycle/wheel routes through the Nuffield sites should demonstrate how they have been informed by the city's existing built heritage.

Additional requirements

- q) Due to likely contamination risks related to previous uses on these sites, proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).

Osney Mead



Site area	17.8ha
Ward	Osney and St Thomas
Landowner	University of Oxford (majority) and others
Current Use(s)	Industrial estate with a mix of uses including office, industrial, wholesale and trade retail, academic institutional uses, vacant buildings and hardstanding including surface level car parking. Electricity substation and pylons present on site.
Flood zone	Flood Zone 3b
Notable heritage assets	Part of the site is located within the Historic Core Area and forms part of several view cones (in particular, the Raleigh Park and Boar's Hill view cones). Osney Town Conservation Area extends across the River Thames and includes the mature trees along the riverbank (the northern boundary of the site follows the Conservation Area boundary). The site of Osney Abbey is located near the site (north of

	the River Thames) - it is a Scheduled Ancient Monument, a Grade II Listed Building, and is included on the Oxford Heritage Asset Register (OHAR). The Grade II Listed "Memorial 300 Yards South of Osney Lock" is located close to the eastern-most corner of the site. The site also contains recorded Bronze Age site and high potential for Saxon to medieval trackways.
Notable ecological features	Parts of the site is identified in the Local Nature Recovery Strategy (LNRS). There are a number of mature trees along the riverbank (adjacent to the site) and the site itself also contains numerous mature trees. The watercourses are likely to act as wildlife corridors.
Urban Greening Factor score	The site is likely to score below the Urban Greening Factor target.

Policy SPCW8 – Osney Mead

Planning permission will be granted for a mix of uses including:

- Employment (office/ R&D/ light industrial);
- Employment (B2/ B8);
- Academic institutional uses including teaching and research;
- Residential (subject to outcome of further FRA work), including employer-linked affordable housing, and student accommodation.

The development is expected to deliver a minimum of 247 dwellings (or, if delivered as student rooms, the equivalent number of rooms when the relevant ratio is applied), unless further flood risk work undertaken cannot find a solution to ensure the safety of residents.

The development of an innovation quarter is encouraged. Other complementary uses will be considered on their merits including uses which help activate appropriate ground floor street frontages. Such uses could include culture, arts and leisure uses.

To maximise the full potential of the site, a comprehensive approach to future planning and redevelopment should be undertaken. Development proposals should be delivered in accordance with a masterplan-led approach that sets out the anticipated development phases in which the site will be brought forward. This is to ensure that site constraints, new infrastructure provision and land-use considerations (in particular) are resolved on a site-wide basis. Any development proposals coming forward should not prejudice the comprehensive redevelopment of the site. Short-term incremental opportunities for development will be assessed on their merits and will need to have regard to the delivery of any agreed wider masterplanning ambitions for the site.

Development proposals across the site should have regard to the principles set out in the West End and Osney Mead SPD. Other complementary uses will be considered on their merits.

Open space, nature, flood risk

- a) Development proposals should take opportunities to enhance biodiversity along the waterfront. Such measures could include bank restoration measures. A 10-metre watercourse buffer should be maintained or re-instated where possible (**Policy G2**).
- b) Any new open space provided should be designed to be accessible for all site users and visitors. Wider public access to on-site open space is encouraged. Any opportunities to deliver new and/ or enhance existing on-site open space that makes a positive contribution to the green infrastructure network should be taken. Given the relationship with the surrounding fields to the south, development proposals

should investigate extending wildlife corridors through new green infrastructure provision on site.

- c) A site-wide landscaping and public realm strategy should be prepared for the site. Proposals for individual plots should identify how they will align with/ comply with the overall strategy. Appropriately managed on-site landscaping that supports and sustains the delivery of a network of green corridors throughout the wider site should be delivered.
- d) A site-specific Flood Risk Assessment (FRA) will be required, and a sequential approach should be taken to locating development on the site. More vulnerable development will be expected to be located away from the areas at highest risk of flooding, with car parks and other ancillary uses in higher risk areas where possible. The site-specific FRA should consider onsite routes and any infrastructure required to reach the access route. Areas of significant flood risk are present along the main access route to the site. Given there is no advance flood warning provision for the site, the potential for evacuation before a more extreme fluvial or pluvial flood, considering the effects of climate change for the lifetime of the development, needs to be considered by an FRA, with advice sought from the emergency services and the local authority's emergency planner. Early flood warning will be vital to ensure the access route can be utilised before it is inundated by floodwaters. (**Policy G7**).
- e) The drainage strategy should be designed to manage runoff arising from the development and ensure surface water flood risk on and off the site is not increased, noting that potential for infiltration SuDS is likely to be quite limited (**Policy G8**).
- f) Part of the site is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.

Urban design & heritage

- g) Development layout should be designed to enhance the relationship and connection between the site and the river; and the physical and visual permeability of the site.
- h) The redevelopment of the site creates opportunities to deliver public spaces that support the creation of lively, dynamic and safe environment. These should:
 - i. create their own identity, form and function; and
 - ii. be designed to complement each other rather than directly competing with each other; and
 - iii. be complementary to existing and proposed public spaces within the wider West End area.
- i) The creation of new routes through the sites should consider how to re-imagine, protect or enhance existing views of the city's heritage assets. The inclusion of inspiring public art to support wayfinding is encouraged.
- j) Development proposals involving taller buildings that exceed the height stated in the High Buildings TAN should be designed with consideration of their impact on views and the Raleigh Park view cone (**Policy HD6**). Views from Raleigh Park and Boar's Hill to the historic core, views out of the historic core, and relevant local views into, out from and across the site should all be considered. Prior to undertaking any landscape or visual assessment work, the key views should be discussed and agreed in advance in writing with the City Council.
- k) Applications must be supported by a full assessment of the heights and heritage assets (including the Osney Town Conservation Area so that the full impacts can be understood and assessed (**Policy HD3**).
- l) The site contains a recorded Bronze Age site and has a high potential for Saxon to medieval trackways. Development proposals should ensure that the archaeological

assets are appropriately investigated and responded to (**Policy HD5**).

- m) The masterplan-led approach should consider the form that the existing electricity infrastructure will take as the site is redeveloped; and investigate the development implications of retaining this infrastructure in its current position.

Movement & access

- n) Development proposals should contribute to, promote and support improved sustainable transport links, securing well-designed new and improved routes through the development that prioritise walking, cycling and wheeling.
- o) Any opportunities to open up existing site access points for wider public use should be taken, seeking to deliver high quality well-designed entrances to the site supported by high-quality public realm improvements and enhancements.
- p) Improvements to the public realm that deliver high-quality well-designed civic spaces that prioritise walking, cycling and wheeling should be delivered, securing a well-designed internal site layout that promotes good internal site circulation and avoids large cul-de-sacs where possible.
- q) Footpaths and cycleways to and through the site should be provided and existing routes enhanced to increase accessibility and promote permeability. Any new walk, cycle and wheel routes created within the site should be supported by appropriate wayfinding.
- r) The masterplan-led approach should comprehensively address how new and enhanced walking, cycling and wheeling connections will be provided both within the site and into the wider area, including supporting connectivity across the river with the future bridge link from Grandpont to Oxpens.

Additional requirements

- s) Due to likely contamination risks related to previous uses on the site, proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).
- t) Due to the potential impacts of noise from a number of sources, development proposals should be informed by an acoustic design statement that addresses the potential for significant environmental noise. (**Policy R8**)

Oxford Railway Station and Becket St Car Park



Site area	2.56ha
Ward	Osney & St Thomas
Landowner	Network Rail
Current Use(s)	Railway Station and associated buildings and infrastructure including surface level car park for rail users.
Flood zone	Flood Zone 2
Notable heritage assets	The site is located within the Historic Core Area and within several view cones (in particular, Raleigh Park and Boar's Hill). The site contains the Scheduled Ancient Monuments of Rewley Abbey (predominantly below ground) and Swing Bridge at Sheepwash Channel. The southern end of this plot extends into the precinct of Osney Abbey.
Notable ecological features	There are mature trees with TPO protection at the main station site.
Urban Greening Factor score	The site is likely to score below the Urban Greening Factor target.
Safeguarded Land	All of this site allocation has been identified as Safeguarded Land for EWR (Oxford).

Policy SPCW9 – Oxford Railway Station and Becket Street Car Park

Planning permission will be granted for a new station and associated public realm alongside a mix of uses including residential and/ or student accommodation, employment uses (Use Class E), and complementary town centre uses including retail, cafés and evening economy uses, which activate ground floor frontages and help to create a vibrant city quarter. The development is expected to deliver a minimum of 52 dwellings (or, if delivered as student rooms, the equivalent number of rooms when the relevant ratio is applied).

The redevelopment of Oxford Railway Station is expected to enhance its function as a major transport hub; deliver a well-designed high quality, station building and associated enabling development; provide high quality public realm, supported by green infrastructure; and deliver safe routes through and to the site for walking, cycling and wheeling. Redevelopment of the Oxford Station should be delivered to align with the principles and priorities outlined in OxRail 2040: Plan for Rail.

Development proposals across the two sites should be brought forward in accordance with a masterplan-led approach that sets out the anticipated development phases in which the sites will be brought forward. Where a phased delivery strategy is proposed, this should ensure that all the residential development can be delivered across the whole development. Development should have regard to the principles set out in the West End and Osney Mead SPD. Other complementary uses will be considered on their merits.

Open space, nature, flood risk

- a) Proposed layouts should seek to improve and create green routes through the site to encourage and support biodiversity. The use of green walls, roofs, tree planting,

- b) and the creation of green space within the development are all encouraged.
- c) Where new green infrastructure is delivered on site, it is expected to be delivered in such a way that supports existing habitats by creating linkages between them.
- d) A site-specific FRA should be undertaken as the whole site is more than 1ha and is currently located within Flood Zone 1.
- e) The Becket St car park site is raised up above Becket St, which lies in Flood Zone 2. Where development proposals involving level changes to the Becket St car park are proposed, a site-specific Flood Risk Assessment (FRA) would be needed if the change in level results in changes to the flood risk zone.

Urban design & heritage

- e) Development proposals concerned with the redevelopment and regeneration of this site allocation should be brought forward in accordance with a masterplan-led approach.
- f) The redevelopment of this site provides an opportunity to deliver high-quality public realm improvements. Opportunities for new civic spaces exist at both the Becket St car park site and the main eastern station entrance site. The creation of a new civic space should be created within at least one of the development sites.
- g) Public realm improvements should be delivered that create an enhanced sense of arrival.
- h) Development proposals should not be of such scale, form and massing so as to obstruct or compete with views to, from and across the historic city core.
- i) Development proposals involving taller buildings that exceed the height stated in the High Buildings TAN should be designed with consideration of their impact on views. In particular, views out from the historic core, views into the site (e.g., from the Raleigh Park and Boar's Hill view cones), further views, and relevant local views into, out from and across the site should all be considered. Prior to undertaking any landscape or visual assessment work (to support the masterplan-led approach, or development proposals), the key views should be discussed and agreed in advance in writing with the City Council. A full assessment should accompany proposals so that the full impacts can be understood and assessed.
- j) The site is of archaeological interest. The southern end of the main station site extends into the precinct of Osney Abbey and any significant groundworks in this area would require evaluation. A recent watching brief has demonstrated that Victorian railway infrastructure is buried beneath the build-up of Becket Street Car Park, which may require mitigation recording. This will require further investigation as part of any redevelopment (**Policy HD5**).

Movement & access

- k) Routes within the site should be designed to strengthen links to the wider area and should enable clear and direct access to the station both from the south, via Oxpens, and from the north, via Rewley Road.
- l) Development proposals should deliver anew enhanced bridge across the Botley Road to enable safe, secure access for all station users. Improvements to Cemetery Bridge that enhance its appearance and support a wider range of users would be encouraged.
- m) Development proposals should incorporate public realm improvements that deliver priority for walkers, cyclists, and wheelers. The use of public art to support wayfinding is encouraged.
- n) The access to the main station site should be enhanced and any improvements should support the delivery of a multi-modal transport hub including secure cycle parking and a reduction in car parking spaces (subject to ORR confirmation and approval). Opportunities to improve priority for walkers, cyclists and wheelers at the main station entrance should be investigated and delivered as part of the masterplan-led approach for the site.

- o) Any new walk/cycle/wheel routes through the Becket St car park site should be safe, secure and legible. Routes through the whole length of the Becket St site that run parallel to the western site boundary (i.e., the railway line) should be avoided.
- p) The masterplan-led approach should identify how bus and taxi provision (including layover and feeder ranks) are to be provided. Where bus and taxi provision (and associated infrastructure i.e. bus stops or rail replacement bus facilities) are proposed outside the site allocation boundary, this should be agreed in writing with the City Council.

Additional Requirements

- q) Development proposals involving operational land should demonstrate that any operational requirements have been satisfactorily addressed. Any proposed solutions involving land outside the redline boundary of the site allocation should be agreed in advance in writing with the City Council and the applicant should demonstrate that the relevant consent/s have been secured from the landowner.
- r) Due to likely contamination risks associated with the railway use, proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).
- s) Planning permission involving land safeguarded for East West Rail (Oxford) will not be granted until the East West Rail Company has been consulted and the procedure set out in the East West Rail Safeguarding Directions has been followed (**Policy I2**).

Oxpens



Site area	6.3ha
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Ward	Osney & St Thomas
Landowner	OxWED (majority landowner)
Current Use(s)	Mix of uses on site including Oxford Ice Rink, car park, former filling station, open space, sheltered housing and businesses
Flood zone	Flood Zone 3b
Notable heritage assets	The whole site is located within the Historic Core Area and is contained within several view cones (in particular, Raleigh Park and Boar's Hill view cones). Site lies within the City Centre Archaeological Area. Potential for Civil War defences, and 19th/early 20th Century remains. The site has recorded prehistoric, medieval and early modern remains of interest that would require mitigation. Oxford Heritage Asset Register (OHAR) assets nearby include Oxpens Meadow, and the Oxpens Road Bridge.
Notable ecological features	Part of the site is identified within the Local Nature Recovery Strategy (LNRS). Oxpens Meadow is to the east of the Oxford Ice Rink and there are mature trees within the site
Urban Greening Factor score	The site is likely to score below the Urban Greening Factor target.
Safeguarded Land	Part of this site allocation has been identified as Safeguarded Land for EWR (Oxford).

Policy SPCW10: Oxpens

Planning permission will be granted for a mixed-use development that delivers: Residential and/ or student accommodation, Employment uses (Use Class E), and complementary town centre, leisure and community uses including retail, cafés and evening economy uses, which activate ground floor frontages and help create a vibrant city quarter.

The development is expected to deliver a minimum of 450 dwellings (or, if delivered as student rooms, the equivalent number of rooms when the relevant ratio is applied). Other complementary uses will be considered on their merits.

Open space, nature, flood risk

- Development proposals should demonstrate how green and blue infrastructure will be integrated across the site in particular opportunities should be taken to create links between the river with the city centre.
- An undeveloped buffer zone of at least 10m width should be left alongside the River Thames watercourse (**Policy G2**).
- Planning permission will only be granted for development on Oxpens where it enhances Oxpens Meadow to create a high quality public open space. Oxpens Meadow should be expanded into the heart of the site and development proposals should respond appropriately to the riverside setting.
- Part of the site is included within the Local Nature Recovery Strategy which highlights potential measures that could be implemented when delivering biodiversity improvements.
- A site-specific Flood Risk Assessment (FRA) will be required, and a sequential approach should be taken to locating development on the site. More vulnerable development will be expected to be located away from the areas at highest risk of flooding, The FRA should consider onsite routes and any infrastructure required to reach the access route. Access/egress from the site is partly over land that has a high level of flood risk. The FRA should consider in more detail the nature of the flood risk to determine how quickly it occurs and the degree of hazard, as well as

the evacuation requirements before the design event and a more extreme fluvial event. Early flood warning will be vital to ensure the access route can be utilised before floodwater inundates Oxpens Road (**Policy G7**).

- f) The drainage strategy should be designed to manage runoff arising from the development and ensure surface water flood risk on and off the site is not increased, noting that potential for infiltration SuDS is likely to be quite limited (**Policy G8**).
- g) Part of the site is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.

Urban design & heritage

- h) New high quality and well-located public space should be provided at the heart of the site.
- i) Development should be designed to create an attractive public realm and the buildings to form active frontages, in particular along Oxpens Road.
- j) The relationship and connection between the site and the river and the physical and visual permeability of the site should be enhanced by the development proposals.
- k) Development proposals should have regard to the design principles set out in the West End and Osney Mead SPD.
- l) Development proposals involving taller buildings that exceed the height stated in the High Buildings TAN should be designed with consideration of their impact on views. In particular, views out from the historic core, views into the site (e.g., from the Raleigh Park and Boar's Hill view cones), further views, and relevant local views into, out from and across the site should all be considered (**Policy HD6**). Prior to undertaking any landscape or visual assessment work (to support the masterplan-led approach, or development proposals), the key views should be discussed and agreed in advance in writing with the City Council. A full assessment should accompany proposals so that the full impacts can be understood and assessed.
- m) Development proposals should not be of such scale, form and massing so as to obstruct or compete with views to, from and across the historic city core (**Policy HD3**).
- n) Proposals should ensure that the archaeological assets are appropriately investigated and responded to (**Policy HD5**).

Movement & access

- o) Development proposals should provide for the landing of the new Oxpens River Bridge across the Thames in order to facilitate walk, cycle and wheel access from south of the city, Grandpont and Osney Mead to the Station and city centre.
- p) The development should contribute towards the cost of new infrastructure improvements to the public realm along Oxpens Road and seek to improve circulation through the site. New well-designed walk/cycle/wheel routes should be created that encourage users to enter and move around and through the site.
- q) Routes within the site should be designed to strengthen the link to Castle Mill Stream and the Westgate and to enable clear and direct access towards the station.

Additional Requirements

- r) Due to likely contamination risks, proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination

- issues will be resolved where relevant (**Policy R7**).
- s) Planning permission involving land safeguarded for East West Rail (Oxford) will not be granted until the East West Rail Company has been consulted and the procedure set out in the East West Rail Safeguarding Directions has been followed (**Policy I2**).

St Thomas School and Osney Warehouse



Site area	0.41ha
Ward	Osney and St Thomas
Landowner	Christ Church
Current Use(s)	St Thomas site is a former school building now in use by various organisations including charities and social enterprises. Osney Warehouse site is in use as visual arts company including studio, exhibition, education spaces/community uses.
Flood zone	Flood Zone 2
Notable heritage assets	Site is within the Historic Core Area and City Centre Archaeological Area. Western half of the site is within Central (City and University) Conservation Area). Site within an area of archaeological potential that includes medieval settlement remains and Civil War defences.
Notable ecological features	The two parts of the site are separated by a line of mature trees adjacent to the conservation area boundary. Site potential to provide habitat for bats (roosting and foraging) and nesting birds. Parts of the site is identified in the Local Nature Recovery Strategy (LNRS).
Urban Greening Factor score	The site is likely to score below the Urban Greening Factor target.

Policy SPCW11: St Thomas School and Osney Warehouse

Planning permission will be granted for mixed use development which should include retention or re-provision of community facilities. The minimum number of dwellings to be delivered on the site is 10 (or, if delivered as student rooms, the equivalent number of rooms when the relevant ratio is applied). Other complementary uses will be considered on their merits.

Open space, nature, flood risk

- a) A sequential approach should be taken to locating development on the site, with more vulnerable uses away from the highest flood risk. A site-specific Flood Risk Assessment (FRA) is required and should consider onsite routes and any infrastructure required to reach the access route. Access/egress from the site is over land that runs through the flood extents of the Wareham Stream and Castle Mill Stream. Given there is no advance flood warning provision for the site, the potential for evacuation before a more extreme fluvial or pluvial flood, considering the effects of climate change for the lifetime of the development, needs to be considered by an FRA, with advice sought from the emergency services and the local authority's emergency planner. Early flood warning will be vital to ensure the access route can be utilised before it is inundated by floodwaters. Areas of surface water flood risk are also present within the site and along the access routes, therefore the FRA should consider in more detail the nature of the surface water flood risk to determine how quickly it occurs and the degree of hazard on site. The drainage strategy should be designed to manage runoff arising from the development and ensure surface water flood risk on and off the site is not increased, noting that potential for infiltration SuDS is likely to be quite limited. A geotechnical investigation should be undertaken at this site to obtain further information relating to infiltration rates to confirm whether infiltration could be viable in some areas (**Policy G7** and **Policy G8**).
- b) Part of the site is identified in the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.
- c) Mature trees on the site should be retained where possible.

Urban design & heritage

- d) Development proposals should be designed with consideration of their impacts on the setting of the Central (University and City) Conservation Area, the setting of the nearby listed buildings and views, and demonstrate compliance with **policies HD3 and HD6**.
- e) Development should be based upon a clear understanding of the significance of the site and its surrounding context. Development should seek to preserve the character of the Western Fringe Area of the wider conservation area. The size, alignment and design of any proposed development should take account of the importance of preserving the visual and physical connections between important, surviving, historic elements.
- f) Development proposals that exceed the height stated in the High Buildings TAN may have an impact on the Historic Core Area and so will be required to provide an LVIA so that the full impacts can be understood and assessed as listed in **Policy HD6**.
- g) Materials and construction details used for new development schemes should be of high quality, appropriate for the setting and sympathetic to the local context.
- h) Proposals should consider retention of the St. Thomas's School building where possible because of its townscape value and clear representation of past usage of

- the area.
- i) There is also some potential for archaeological remains on the site. Proposals should ensure that these are appropriately investigated and responded to (**Policy HD5**).

Movement & access

- j) The most appropriate vehicular access would be to continue to use of Osney Lane to the north of the site improve access to the current warehouse site via Woodins Way.
- k) Development proposals should demonstrate how the development enables access by alternative means of transport including improving connectivity for walking, cycling and wheeling.

West Wellington Square



Site area	0.88 ha
Ward	Carfax & Jericho
Landowner	University of Oxford
Current Use(s)	Academic Institutional uses
Flood zone	Flood Zone 1
Notable heritage assets	Site wholly located within the Central (City and University) Conservation Area Grade II Listed Buildings (2-63 St John St and 5 Pusey St). Site has archaeological potential it is the site of a former workhouse and on the projected line of Royalist Defences.
Notable ecological features	Numerous mature trees near the site benefit from conservation area protection
Urban Greening Factor score	The site is likely to score below the Urban Greening Factor target.

Policy SPCW12: West Wellington Square

Planning permission will be granted for a mix of the following uses:

- Academic institutional uses;
- Residential development (including employer-linked affordable housing in accordance with Policy H4);
- Student accommodation;
- Appropriate uses to the local centre of Little Clarendon Street and Walton Street as set out in Policy C1.

The minimum number of homes to be delivered is 13 dwellings net gain (or if delivered as student rooms, the equivalent number of rooms when the relevant ratio is applied). Other complementary uses will be considered on their merits.

Open space, nature, flood risk

- a) Development proposals should seek to ensure that the mature and semi-mature gardens and greenspaces to the rear of the properties at Walton Street and to the rear of Wellington Square are retained.
- b) Proposals are encouraged to enhance and improve any other existing greenspaces

Urban design & heritage

- c) Proposals will be required to demonstrate how the design of the scheme has been influenced by and has considered the surrounding heritage.
- d) Proposals should demonstrate how the surrounding designated and non-designated, heritage assets can be incorporated into plans to redevelop the site, or justify an alternative approach (**Policy HD3**).
- e) Archaeological assets must be appropriately investigated and responded to (**Policy HD5**).

Movement & access

- f) Access to the site is limited. As such, Development proposals should deliver a low car residential scheme in accordance with **Policy C8**.
- g) Non-residential car parking should be in accordance with **Policy C8**.
- h) Every opportunity should be taken to enhance walking and wheeling links between Walton Street and Wellington Square.

GLOSSARY

Term	Definition
Active travel	Refers to modes of travel that involve a level of activity. Central Oxfordshire Travel Plan (COTP) – This plan sets out the transport strategy for Oxford and travel connections between the city and Kidlington, Eynsham, Botley, Cumnor, Kennington and Wheatley
Affordable Housing	<p>Affordable housing – This comprises of Social Rent, Affordable Rented, and intermediate housing (with varying levels of ownership of the home) provided to eligible households whose needs are not met by the open market. The high property and rental values in Oxford are so extreme that many of the models for affordable housing do not achieve genuine affordability for people looking to rent or buy in Oxford. The most recent Tenancy Strategy will be used to assess whether proposed forms of affordable housing are genuinely affordable in Oxford. Affordable housing will also comply with one or more of the following definitions:</p> <p>a) Affordable housing for rent: meets all of the following conditions:</p> <ul style="list-style-type: none"> i) the rent is set in accordance with the Government’s rent policy for Social Rent (see separate definition) or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); ii) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider except for any social rented element of the scheme. This may also include employer-linked housing); and iii) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent). <p>b) Starter homes: is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute at the time of plan-preparation or decision-making. Income restrictions should be used to limit a household’s eligibility to purchase a starter home to those who have maximum household incomes of £80,000 a year or less (or £90,000 a year or less in Greater London).</p> <p>c) Discounted market sales housing: is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.</p> <p>d) Other affordable routes to home ownership: is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public</p>

	<p>grant funding is provided there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.</p> <p>Campus sites of the colleges of the University of Oxford and of Oxford Brookes University - These are sites with academic accommodation existing at the time of the adoption of the Local Plan, and where academic institutional use would remain on the site, even with the development of some employer-linked housing.</p>
Affordable workspace	<p>Workspace that overcomes a market failure and is delivered to support certain social, or cultural or economic purposes including:</p> <ul style="list-style-type: none"> - Sectors that have social value such as charities, voluntary and community organisations or social enterprises; - Sectors that have cultural value such as creative and artists' workspaces, rehearsal and performance space and makerspace; and - Supporting start-up and early-stage businesses or regeneration. <p>Affordable workspaces should be provided using a discounted or "alternative" rent model, and/ or by providing suitable premises to meet end-user requirements (i.e., through the provision of a specific use class).</p>
Affordable workspace strategy	A strategy which sets out the details of the affordable workspace to be delivered on site which will include details of the size, marketing, servicing, management and how the space provided will meet end-user requirements.
Arterial road	The principal routes for the movement of people and goods within the city. Arterial roads in Oxford include Botley Road and Iffley Road among many others
Biodiversity	A collective term for the variety of wildlife and flora that are present in a particular area. More species and greater variety is generally reflective of higher biodiversity, this can be important for ensuring greater resilience to pressures such as climate change and pollution
Biodiversity net gain	Biodiversity net gain is a strategy to develop land and contribute to the recovery of nature. It is a way of making sure the habitat for wildlife is in a better state than it was before development
Built environment	Refers to aspects of our surroundings that are built by humans, that is, distinguished from the natural environment. It includes not only buildings, but the human-made spaces between buildings, such as parks, and the infrastructure
Campus	Accommodation occupied by an educational institution and comprising academic institutional uses including academic (teaching, seminar and lecturing spaces), research (laboratories and special facilities) and/or administrative uses (offices and administrative functions).
Circular Economy	Unlike traditional linear economy whereby materials and products are created, used and then thrown away, a circular economy promotes conservation of energy, reduction in waste and extending the lifetime of products through various means such as sharing, reusing, repairing, refurbishing and recycling existing materials and products for as long as possible
Climate Change Adaption	A process of adjustment to actual or expected climate and its effects, in order to moderate harm or exploit beneficial opportunities
Climate Change mitigation	Actions to reduce the impact of human activity on the climate system. Entails interventions to reduce the emission of greenhouse gases like carbon dioxide, or to increase their storage within 'sinks' (adapted from IPCC)
Communal Accommodation	A type of residential development providing managed accommodation. These cover 'traditional' university and college student halls, hospital staff accommodation, care homes and hostels
Conservation	An area of special architectural or historic interest, the character or appearance of

areas	which it is desirable to preserve or enhance
Construction, Logistics and Community Safety (CLOCS)	A set of requirements for construction vehicles and construction traffic operations designed to eliminate collisions with vulnerable road users and mitigate the negative community and environmental impacts of construction traffic
Contaminated Land	Where substances are causing or could cause: significant harm to people; property or protected species, significant pollution of surface waters (for example lakes and rivers); or groundwater or harm to people as a result of radioactivity.
Critical infrastructure	Facilities, systems, sites, information, people, networks and processes, necessary for a country to function and upon which daily life depends
DEFRA biodiversity metric	The biodiversity metric is a habitat based approach used to assess an area's value to wildlife. The metric uses habitat features to calculate a biodiversity value. Use of the metric is required to demonstrate net gain requirements in line with the Environment Act legislation
Demographic	The measures (such as age, gender and income) of a specific group of people.
Design flood event	A flood event of a 1 in 100 probability, factoring in the maximum estimated water level during the design storm event, with an allowance for climate change set in accordance with national planning guidance (the design flood level). Mitigation measures should respond to this and the suitability of proposals will be assessed in accordance with it.
District centres	District centres comprise groups of shops often containing at least one supermarket or superstore, and a range of non-retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library
Ecological buffer zone	A primarily undeveloped area of land adjacent to the watercourse which is designed to secure benefits for nature and people, whilst also forming a natural buffer to the waterfront.
Ecological network	This is one component of the overall green infrastructure network and where the term is used in the Local Plan, this specifically relates to the collection of spaces in the city which play a particularly vital role in supporting ecology and have been designated for this primary purpose
Ecosystem services	The direct and indirect goods and services that nature contributes to our health and wellbeing, including benefits like food production, water quality, regulation of floods, resilience to soil erosion, as well as more intangible benefits like stress reduction and contributing to our sense of place and character of the city
Embodied Carbon	The carbon dioxide in producing materials, including the energy used to extract and transport raw materials as well as emissions from manufacturing processes. The embodied carbon of a building can include all of the emissions from the construction process and materials used throughout; as well as from deconstructing and disposing of it at the end of its lifetime (adapted from UCL fact sheet)
Employer-linked affordable housing	Housing that is provided on specified sites by key employers in the city for staff carrying out their work. The housing should be rented at levels that are affordable to a cross-section of the key employer's employees, and should be available at Affordable Rent levels in perpetuity.
Employment generating uses	Employment generating uses are referred to in planning terms as employment floorspace or employment land. Employment generating uses include the sectors that make up the following Use Classes: <ul style="list-style-type: none"> - Use Class EG(i): Office - Use Class EG(ii): Research and Development (R&D)

	<ul style="list-style-type: none"> - Use Class EG(iii): Light Industrial - Use Class B2: General Industrial - Use Class B8: Warehousing, Storage and Distribution
Existing employment sites not designated as Key Employment Sites	Outside the city and district centres, these sites are usually smaller employment sites which can be less-well located and that do not perform an important economic function, or are unlikely to be able to in the future. Within the city and district centres, centres these are existing employment sites that are less than 2ha.
Existing university or college campus or academic site	An existing university or college campus or academic site is one that exists at the time the Plan is adopted
Flood zones	<p>Areas with different probabilities of flooding as set out in the Planning Practice Guidance: Flood Risk and Coastal Change:</p> <p>Zone 1 (low probability) - Land having a less than 0.1% annual probability of river or sea flooding.</p> <p>Zone 2 (medium probability) - Land having between a 1% and 0.1% annual probability of river flooding; or land having between a 0.5% and 0.1% annual probability of sea flooding.</p> <p>Zone 3a (high probability) - Land having a 1% or greater annual probability of river flooding; or Land having a 0.5% or greater annual probability of sea.</p> <p>Zone 3b (the functional floodplain) - Land where water from rivers or the sea has to flow or be stored in times of flood. This is land that is designed to flood.</p>
Frequent bus service	Every 15/20 mins in both directions.
Green infrastructure	A network of spaces and features including parks, playing fields, woodland, allotments, private gardens, green roofs and walls, street trees. The term also incorporates 'blue infrastructure' such as streams, ponds, canals, and the rivers
Gross Value Added (GVA)	This measures the contribution to an economy of an individual producer, industry, sector or region. It is used in the calculation of gross domestic product (GDP). GDP is commonly estimated using one of three theoretical approaches: production, income or expenditure. When using production or income approaches, the contribution to an economy of a particular industry or sector is measured using GVA
Heritage assessment	May also be referred to as a Heritage Statement or Heritage Impact Assessment (HIA). This should set out the significance of a heritage asset or landscape within its wider setting and outline the proposal, assess the impact on significance and set out a mitigation strategy. The local Historic Environment Record should be consulted, and expert assessment will be required. It should have a level of detail appropriate to enable an informed decision to be reached
Heritage assets	A building, monument, site, place, area, or landscape positively identified as having a degree of significance meriting consideration in planning decisions. Heritage assets are the valued components of the historic environment. They include designated heritage assets and assets identified by Oxford City Council during the process of decision-making or through the plan-making process (including local listing)
Historic core	area of the city centre comprising the spires and towers that make up the historic skyline, and in which any additions of height will intrude directly into the view of the skyline.
Housing and Economic Land	A strategic assessment reviewing the supply of potential sites and their capacity to meet future needs for housing, and for economic growth.

Availability Assessment	
Housing Delivery Test	A check run by the Government to check whether the level of housing delivery in each planning authority is meeting the housing requirement set out in the local plan
Housing in Multiple Occupation (HMO)	A house, flat or building will be a house in multiple occupation (HMO) if it meets the definition under the Housing Act 2004 s254 or s257. A HMO is usually a house or flat that is shared by 3 or more people, who are unrelated, form more than 1 household and is their only main residence. There are 2 types of HMO: C4 HMO, and sui generis HMO. A C4 HMO is a small house or flat that is occupied by 3-5 unrelated people who share basic amenities such as the bathroom and/or kitchen. A sui Generis HMO is the same as a normal C4 HMO except that it is a large house or flat occupied by 6 or more unrelated people and can be subject to slightly different planning rules.
Housing Need	Housing need is an unconstrained assessment of the number of homes needed in an area (DLUHC).
Housing target/requirement	The number of homes set out to be delivered in the plan period to 2040, also expressed as an annual requirement. In the case of Oxford this number reflects the capacity rather than the need, as the need is greater than can be met
Inclusive economy	An Inclusive Economy is defined in Oxford's Economic Strategy 2022-32 as "growing prosperity that reduces inequality and is sustainable" (Plymouth Inclusive Growth Group). An Inclusive Economy offers a genuine progressive conceptual frame in which greater consideration is given to social benefits that flow from, and feed into, economic activity. (Centre for Local Economic Strategies)
Infrastructure Development Plan (IDP)	The IDP assesses the potential risks of infrastructure not being delivered in a timely manner to support development
Intermediate housing	Housing at prices and rents above those of Social Rent, but below market or affordable housing prices or rents. These can include shared equity (shared ownership and equity loans), intermediate rent and other low cost homes. The Council will consider the suitability of other forms of intermediate housing, such as low-cost market housing, in light of its genuine affordability to those in housing need. NB: Key worker housing is defined separately from intermediate affordable housing
Key Employment Sites	Key Employment Sites are larger employment sites that make a contribution to the national or local economy or are recognised for the social value that they bring to an area. When located: <ul style="list-style-type: none"> - outside the city and district centres, Key Employment Sites are at least 0.25ha - within the city and district centres, Key Employment Sites are very large sites (2ha or more)
Key worker	The broad definition of key worker is someone employed in a frontline role delivering an essential public service where there have been recruitment and retention problems. In Oxford, a key worker is any person who is in paid employment solely within one or more of the following occupations: <ul style="list-style-type: none"> i) NHS: all clinical staff except doctors and dentists; ii) Schools: qualified teachers in any Local Education Authority school or sixth form college, or any state-funded Academy or Free School; qualified nursery nurses in any Oxfordshire County Council nursery school; Universities and colleges: lecturers at further education colleges; lecturers,

	<p>academic research staff and laboratory technicians at Oxford Brookes University or any college or faculty within the University of Oxford;</p> <p>iii) Police & probation: police officers and community support officers; probation service officers (and other operational staff who work directly with offenders); prison officers including operational support;</p> <p>v) Local authorities & Government agencies: those providing a statutory service, including but not limited to social workers; occupational therapists; educational psychologists; speech and language therapists; rehabilitation officers; planning officers; environmental health officers; clinical staff; uniformed fire and rescue staff below principal level Ministry of Defence: servicemen and servicewomen in the Navy, Army or Air Force; clinical staff (with the exception of doctors and dentists); and</p> <p>vi) Unregistered Workforce (Support Workers): In Health roles may include: Assistant Practitioner, Care Assistant, Healthcare Support Worker, Maternity Support Worker, Nursing Assistant, Occupational Therapy Assistant, Physiotherapy Assistant, Radiography Assistant, Speech and Language Therapy Assistant, Senior Care Assistant. In Adult Social Care roles may include: Activities worker, Day Care Assistant, Day Care Officer, Domiciliary care worker, Home care worker, Nursing Assistant (in a nursing home or a hospice), Personal Assistants, Reablement Assistant, Residential Care Worker, Senior Home Care Worker, Support Worker.</p>
Listed Building	<p>A building deemed to be of special architectural or historical interest is placed on a statutory list maintained by Historic England. Such buildings cannot be demolished, extended, or altered without special permission from a local planning authority, which typically consults with Historic England before determining an application. The designation regime is set out in the Planning (Listed Buildings and Conservation Areas) Act 1990</p> <p>Listed buildings are classified into three grades:</p> <p>Grade I buildings are of exceptional interest</p> <p>Grade II* buildings are particularly important buildings of more than special interest</p> <p>Grade II buildings are of special interest warranting every effort to preserve them</p>
Listed building consent	permission required from a local planning authority before making changes that affect the character or appearance of a listed building
Liveable city	Where essential needs can be met locally such as food, open spaces, cultural activities, community needs
Liveable neighbourhoods	A neighbourhood where local residents can reach facilities such as small shops, community facilities, primary school within a 15- 20 minute walk
Local centres	Local centres (classified as Town Centres in the NPPF) include a range of small shops of a local nature, serving a small catchment. Typically, local centres might include, amongst other shops, a small supermarket, a newsagent, a sub-post office and a pharmacy. Other facilities could include a hot-food takeaway and launderette. Small parades of shops of purely neighbourhood significance are not classified as local centres
Local connection (for intermediate housing)	The applicant is currently resident in the local area and has been for a continuous period of at least 12 months, or the applicant is currently employed in Oxford and has been for at least the previous six months, or the applicant has close family members (parents or adult children) who have lived in the area for at least 5 years.
Main Town Centre	The National Planning Policy Framework (NPPF) defines main town centre uses as

Uses	retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities)
Major development	The National Planning Policy Framework (NPPF) defines major development as follows: For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m ² or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.
Market housing	Housing provided by the private sector with no intervention from public bodies and sold or rented via the private market
Micro-renewables	Small-scale non-commercial renewable energy installations such as a domestic solar panel array
Mobility hubs	An area in which a variety of transport modes and community assets are co-located for seamless interchange. These facilities provide added benefit to communities and combined they make up an easy-to-use transport network
Multi-functional	In the context of green infrastructure, the term multi-functional means the multiple benefits that features and spaces can provide simultaneously, often contributing to better health and wellbeing for people and the natural environment (e.g. supporting mental/physical health; providing space for biodiversity; climate resilience etc). Some types of GI may provide more benefits than others
Native planting	A native plant is one that has evolved naturally in its location without direct human intervention, as opposed to species that have not existed historically in an area but are introduced by human activities
Net zero carbon	A situation where any emissions of carbon dioxide are balanced out by removal elsewhere – equating to no net increase (adapted from IPCC)
Oxford Heritage Assets Register	A register of buildings, structures, features, or places that make a special contribution to the character of Oxford and its neighbourhoods through their locally significant historic, architectural, archaeological or artistic interest
Oxford Living Wage	The Oxford Living Wage is an hourly minimum pay that promotes liveable earnings for all workers and recognises the high cost of living in Oxford. For 2023-24 the rate is £11.35 per hour
Oxford Short Stay Accommodation Study	A study that provides a summary of findings with an analysis of the impact on the development of policies which will influence both the existing stock of short stay accommodation as well as the amount and type of future provision to meet future forecasted demand
Parking Standards for New Developments	A document produced by Oxfordshire County Council used to help determine the level of parking at new developments
Planning Practice Guidance	A web-based resource that brings together national planning practice guidance for England
Principal elevation	In most cases the principal elevation will be that part of the house that fronts (directly or at an angle) the main highway serving the house (the main highway will be the one that sets the postcode for the house concerned). It will usually contain the main architectural features such as main bay windows or a porch serving the main entrance to the house. Usually, but not exclusively, the principal elevation will be what is understood to be the front of the house. Where there are two elevations that may have the character of a principal elevation, for example on a

	corner plot, a view will need to be taken as to which of these forms the principal elevation
Registered Parks and Gardens	Registered Parks and Gardens are designed landscapes, such as parks and gardens, that have been identified as being of special historic interest. Each registered park and garden is listed on the National Heritage List for England (NHLE).
Renewable energy	Energy that uses technologies which generally rely on the elements (e.g. sunlight, wind, rain), biomass, or on generating energy from the earth itself
Residual risk	Residual risk is the risk that remains after efforts to identify and eliminate some or all types of risk have been made
Resilience	Our ability to anticipate, absorb, accommodate, or recover from the effects of a hazardous event in a timely and efficient manner. When talking about climate resilience such events could include flash flooding or intense heatwave events
Retro-fitting	In the context of this chapter, retro-fitting describes improvement works to an existing building for the purpose of improving its energy efficiency (such as by making them easier to heat or by replacing fossil fuel systems with renewable energy-based systems), or its resilience to climate change
East West Rail Safeguarding Directions	This refers to the <i>Safeguarding Directions for development affecting the route and associated works for the East West Railway Project</i> which came into force on 19 November 2025. The East West Rail Safeguarding Directions include a requirement to consult the East West Rail Company on any planning application on land covered by the Directions. They also introduce specific requirements which must be followed before planning permission can be granted.
Scheduled Monuments	Archaeological sites and structures that have been recognised as nationally important due to their historical or cultural significance. These can include both above-ground and below-ground features such as standing stones, burial mounds, or the remains of monastic buildings, among others. Monuments are added to the Schedule by the Secretary of State if they are deemed of national importance.
Short stay accommodation	Accommodation providing residential tenancies, typically provided on a daily basis, principally for short stays by visitors. Accommodation will typically be in self-contained space consisting of complete furnished rooms or areas for living/dining and sleeping, with amenities (e.g. television, internet) included in the rent. This accommodation type includes hotels, bed and breakfast (B&B), Aparthotels, short-term lets, and serviced accommodation.
Site of Special Scientific Interest (SSSI)	Areas identified by Natural England as being of special interest for their ecological or geological features. Natural England is the government's advisor on the natural environment
Site specific flood risk assessments (FRAs)	A study that determines how a proposed development will manage flood risk from all possible water sources to the site in question
Social Rent	Homes that are let at a level of rent set much lower than those charged on the open market. The rent will be calculated using the formula as defined in the Rent Standard Guidance of April 2015 (updated in May 2016) or its equivalent or replacement guidance (relevant at the time of the application).
Special Area of Conservation (SAC)	Special Areas of Conservation are areas that have been designated at a European level as important for nature conservation
Standard Method	The Government has set out a Standard Method for identifying housing need. This should be the starting point for assessing housing need and it identifies an overall minimum average annual housing need figure

Student accommodation	Accommodation whose main purpose is to house students in higher education, registered on full-time courses of an academic year or more in Oxford
Sui Generis	A term used to categorise buildings that do not fall within any particular use class for the purposes of planning permission. Such as petrol stations and cinemas
Sustainable Urban Drainage Systems (SuDs)	Sustainable Urban Drainage Systems are a sequence of water management practices and facilities designed to drain surface water and protect against flooding. These include porous roads, high-level road drainage, swales, soakaways, filter trenches, wet and dry attenuation ponds and ditches. SuDS helps mimic natural drainage processes and can provide benefits in terms of sustainability, water quality and amenity
The City Centre Archaeological Area	Area of the city centre where archaeological remains are almost certain to be present
Traffic filters	Cameras that are intended to reduce traffic levels in Oxford by managing the use of certain roads in the city by private cars
Transport assessment	A thorough assessment of the transport implications of development
Transport statement	A 'lighter-touch' evaluation to be used where this would be more proportionate to the potential impact of the development (i.e. in the case of developments with anticipated limited transport impacts)
Whole building approach	In the context of retrofitting, taking a Whole Building Approach means that improvements are informed by an understanding of how the entire building and the different materials that it is comprised of currently performs, considering issues such as air quality, damp management and ventilation. It involves selecting fabric improvements and other upgrades that complement each other to ensure the best results for the long-term sustainability of the building and health of occupants and avoiding problems of maladaptation, whereby improvement projects can have unintended, negative consequences (such as excessive moisture build-up, or inadequate ventilation)
Working drivers	Residents and drivers who are dependent on their vehicle more than 50% of their working day to earn a wage. Where the vehicle is required to undertake multiple journeys in the city (or wider) to deliver the service provided by the business. Examples include NHS community-based staff, carers working for private care companies, delivery drivers, plumbers, electricians and other trades, mobile hairdressers, dog grooming, food bank staff
Zero Emission Zone	An area within Oxford that prevents vehicles that emit Carbon Dioxide for travelling through without an associated charge

APPENDIX 1 – STRATEGIC

APPENDIX 1.1 DESIGN CHECKLIST

Introduction

Purpose of this design code/guide - what it does

The design guide sets out the key considerations that applicants will need to respond to in order to demonstrate high-quality design in line with requirements of Policy HD1.

The guide also brings together broader design considerations in Oxford which will arise from the requirements of policies across the Local Plan.

Structure of this design code/guide

The design guide is structured as a series of questions which the City Council will look to see answered as part of a planning application. These answers will explain the design approach, most likely in the design and access statement. Under each question are a series of prompts intended to help flag key issues, the relevant Local Plan policies are noted, as are helpful guidance documents or information sources. Many of the topics are inter-related, cross references are provided where this is clear although the issues covered should also be considered as a whole. Context should always be the starting point of the design process, and the contextual analysis will inform many aspects of design. For major developments, where early consultation with the community is encouraged in the Statement of Community Involvement, this should include engagement on context and how that may inform design.

The structure of the document has been loosely guided by the key principles of high-quality design as set out in the National Design Guide, tailored to an Oxford setting.

Context

The context refers to the attributes of the site and its surroundings. Understanding and responding to context is complex. It applies to the physical, but also cultural and historic context. Understanding context is important, but an appropriate response will not merely be to copy existing built forms and densities. A thorough understanding of context is a key starting point in good design, as not only will it help to ensure a high-quality development, it will also help to identify the key opportunities and constraints that the design process will need to work at an early stage to ensure a successful application.

C.1 What are the key features identified in the contextual analysis that should inform the design?

The constraints and opportunities plan should form a key part of the design and access statement, explaining the design story and showing how the key features of the site have been identified and help to inform the design proposal. The analysis should therefore be wide-ranging, including but not limited to:

- What is the landscape/townscape character of the area (e.g. Riparian edge, clay hills, gravel raised bed) and the urban character of the area? What is the built-form in the area? Are there features that have a positive or negative impact on character, and how should this affect the design? Relevant may be roofscapes, materials, detailed features such as windows, boundary treatments and height and massing. Heritage assets on or near the site will need particular attention. See: Oxford in its Landscape Setting:

https://www.oxford.gov.uk/downloads/download/1054/014_des_-_design_and_heritage

- What are the major movement corridors around the site – including roads, public transport routes, cycleways and footpaths. What is movement like along these corridors at present? Are there barriers or pinch points which constrict movement? What is access like into the site?
- What is the natural landscape like around and on the site? Is there green open space and what function does it provide? What is tree canopy cover like? Are there green or blue corridors or is there the potential to establish these by connecting up fragmented areas? What habitats are present and are there designated ecological or geological sites that could be susceptible to harm? Are there waterways or other blue features? See: Oxford Urban Forest strategy; Green Infrastructure study 2022; Playing pitches study; Natural England mapping
- What is the heritage context of the area? This is expanded upon in section C2 below.
- What other constraints could be present (e.g. areas of flood risk, air pollution hotspots, noise environments)?
- What features/constraints could be present below the ground (e.g. utilities, soil quality/typologies; groundwater levels and movement; archaeology; contaminated land)?

Additional data sources (such as up-to-date satellite imagery, biodiversity/contamination/hydrology surveys) could be used to inform the site-specific context.

C.2 What is the heritage and cultural context of the site and are there any heritage assets that may be affected by the development?

The historic character of the city is unique and comprises a range of heritage assets, many of which are designated either locally or nationally.

- When considering whether there are any heritage assets that may be affected by the development, the setting of these must also be considered. If there is to be any impact on a heritage asset, a heritage statement will be required. This may be standalone or form part of the design and access statement. Policies HD1-HD6 and HD9 set out what is expected.

The following sources of information will help to identify whether any heritage assets or their setting may be affected by the development:

- Historic England List <https://historicengland.org.uk/listing/the-list/map-search?clearresults=True/>
- Historic England Heritage at Risk Register <https://historicengland.org.uk/advice/heritage-at-risk/search-register/>
- Conservation Area Maps and Appraisals https://www.oxford.gov.uk/info/20195/conservation_areas/871/conservation_area_s
- Oxford Heritage Asset Register https://www.oxford.gov.uk/info/20196/oxford_heritage_asset_register/874/oxford_heritage_asset_register_-_overview

Heritage assets offer an opportunity to maintain and inject local character. They are distinctive, and responding to them positively will help ensure a contextually rich design, as well as maintaining the significance of the asset.

C.3 How has the design rationale responded to the presence of important views across the city?

Views are particularly important in Oxford: there are wide-ranging views to and from and across the buildings in the historic core which include the internationally renowned skyline, which as an entity is considered a heritage asset; and views out towards the city's unique setting (which includes the green hills rising up around the city and the low-rise character of its suburbs). Also relevant are the views and setting of each individual tower and spire that comprises the iconic skyline, as this includes individually listed buildings of the highest significance.

Several types of views need to be considered:

- Long ranging views across the city that are protected (Policy HD6) - information on these can be found at: https://www.oxford.gov.uk/info/20064/conservation/876/oxford_views_study
- Views identified in conservation area appraisals – typically shorter in range but important role in supporting the character of these areas – information on these can be found at: https://www.oxford.gov.uk/info/20195/conservation_areas
- Views out towards the city's landscape setting and low-lying suburbs and landform which visually present the story of Oxford's history and development
- Locally important views that create or aid appreciation of the townscape and character of the area, including those potentially identified in neighbourhood plans.

The high buildings TAN identifies four principal visual characteristics that are worth considering when assessing views and how a building could impact on them:

- The iconic spires and silhouette of the historic city centre.
- The open and natural character of the river floodplains.
- The green (wooded or agricultural) backdrop to the city formed by the surrounding hills.
- The enclosed and often intimate views within the city centre.

As set out in policy HD6, the methodology outlined in the Assessment of the Oxford View Cones report will support in assessing potential impacts of high buildings on heritage significance.

Built form

Built form refers to the 3-D arrangement of streets, open spaces, development blocks and buildings. An appropriate built form and the design rationale will need to explain how the contextual analysis has informed this. It is important that the elements of built form set out below are not considered in isolation later sections in the guide such as movement and public space also play an important role in determining the correct arrangement for the site. Site layout and block arrangement

B.1 Has the proposed site layout been informed by the features identified through the contextual analysis? ;

The layout of development on a site and the siting of uses within that need to consider the contextual analysis. A comprehensive analysis should help to inform which parts of the site are more sensitive to development or need to be avoided completely. Policy HD2 sets out important considerations regarding the site's context that will affect the overall density of the development.

- Does the contextual analysis suggest that any areas of the site need to be left undeveloped, for example because of archaeological remains, valuable habitats, mature trees or areas of flood risk? These undeveloped areas will not only affect

site layout and block arrangement but also height/massing and density, and will influence the pattern of streets.

- Certain constraints may be able to be overcome through targeted design measures to allow development to come forward in an acceptable way – e.g. contaminated land could be remediated; noise concerns could be overcome with sufficient attenuation measures, open space may be able to be re-provided.
 - Other constraints may necessitate an arrangement of the site that completely avoids the concern – for example if part of the site is particularly high risk from flooding or to ensure a sufficient buffer to a sensitive ecological site nearby or a watercourse.
- The built form of the surrounding area will likely influence site layout. The design will need to respond to the way that buildings and spaces are arranged around the development site, including their heights, massing and density. Existing building lines should also be considered, and in most cases it will be appropriate to continue these where relevant. If that is not the design choice, the rationale should be explained.
- Movement will also be a key part of informing the site layout. The contextural analysis should identify existing accesses, roads and footpaths, and key destinations in the surrounding area. The Movement section has more detailed considerations but particular questions that may influence layout could include:
 - Are existing accesses adequate, or do they need to be moved or enhanced?
 - Can access be achieved (or are any additional accesses needed) for vehicles or just for cyclists and pedestrians to improve their choice of routes and to allow direct crossing of desire lines?
 - How direct is access through the site to surrounding destinations such as shops and bus stops and can it be made more direct?
 - How easy is it to navigate through the public realm? Key navigating points, or nodes, may be marked by buildings with notable features to make clear that it is a significant point in the network and to make routes memorable. Small block sizes can help maximise choice of routes.

B.2 What is the strategy behind the configuration of development blocks and how has this been tailored to the opportunities and constraints of the site?

Proposals should consider how different configurations of block typologies can satisfy the need of the development and respond to existing context. In general, key considerations will be the orientation of blocks, how they fit into the surroundings and maintain or create views and glimpses, the impact on solar gain, any wind tunnel effects and so on. The location of uses within blocks may need to be tailored to specific constraints on the site and surrounding area, for example noise pollution. Retail and similar uses that create activity will be best located on a frontage on primary streets. The uses proposed will influence the type of blocks. There are specific considerations for particular block arrangements:

- Standalone detached blocks may be more suitable for constrained sites or infill development, however standalone buildings can also be used in key locations on larger sites as statement buildings that can bring interest and improve legibility of site. Careful consideration needs to be given to the spaces between buildings to ensure they are integrated into their surroundings successfully. They typically give fewer opportunities to establish defined open space so the surrounding public realm will be particularly important establishing their character and setting.
- Courtyard or perimeter block arrangements establish more continuous building lines along the boundaries of an urban block and can offer more opportunities to contain shared space within. The shape and size of shared spaces within the

blocks can be varied based upon the needs of the occupants but should also be based upon wider environmental considerations such as presence of daylight/overshadowing.

- Where a site requires more flexibility but an appropriate amount of space more hybridised blocks arrangements can be more effective. This incorporates more breaks in building lines that can act as secondary access routes. Hybrid arrangements can allow for more variation in heights and massing, introducing more visual interest as well as opportunities to attain greater levels of floorspace whilst also keeping the footprint of the building minimised. Because of the more open nature of this type of arrangement, they can include semi-private amenity spaces that have a stronger relationship with the surrounding public realm.

B.3 How have the heights and massing of buildings been determined and how is this justified?

Oxford is particularly renowned for its spires and iconic skyline. Heights and massing of buildings should be informed by the context of the site (neighbouring uses and local built form and character) as well as the needs of the uses proposed.

- The height at which a building is considered to be high will be dependent on its surrounding context and will vary across the city. Even an increase in height of a single storey may constitute a high building. Building heights may impact views and Policy HD6 relates to high buildings. An understanding of context is critical. High buildings may offer visual interest and higher density. The choice of height should be design led, and the overall design will affect the impact of the height. Buildings at greater mass will often be more impactful at a lower height than a building of less mass. The impact on the heritage asset of the historic core is particularly important to consider.
- Vu City can be a useful resource for determining impacts of heights and reference should also be made to the methodology outlined in the Assessment of the Oxford View Cones report in accordance with policy HD6. In addition, the high buildings TAN sets out four visual tests which should be investigated as part of the design iteration process and included in the final submission proposal to demonstrate the potential effects a high building may have to the character, visual and heritage resource. These tests are:
 - Visual obstruction – the physical obstruction of a feature or component in the view caused by a high building.
 - Visual Competition / Complement – the siting of a high building within the same view as the feature such that the two are viewed together.
 - Skylining – when high buildings break the skyline, horizon or silhouette, which may be formed by built form or vegetation.
 - Change of character – occurs when the composition of a view is altered to the extent the character of the view is discernibly different to that of the existing.
 - There are other key design considerations when designing tall buildings. The profile or silhouette of the building is important. The articulation of built form should clearly respond and contribute positively to Oxford's skyline. The scope for diversity of profile / silhouette will depend on demonstrating a clear understanding of the context and positive contribution to the modulation of the city's skyline. High building designs should provide well organised and designed roof environments and contribute to the modulation of the city's skyline.
 - Microclimate is another important consideration as greater heights have greater potential to modify the microclimate. Effects may include the tunnelling of wind, partial or permanent shading of adjacent areas and / or intensification of solar irradiation. Privacy and access to light will also need

to be considered and the massing will need to be designed in a way that supports this.

- Think about how the visual impact of the development will be influenced by the bulk and massing of buildings including the relationship between different sections of the building (e.g. how its base, its middle and its top are balanced out). Larger, unbroken facades that form bulky or homogenous building lines can have a more significant impact on the streetscape and views from a distance, which may be more harmful in more sensitive areas of the city. Taller buildings of slender form are more likely to be more appropriate than bulky tall buildings.
- Whilst more complicated massing which results in a higher surface area (sometimes referred to as a high form factor) can come at a detriment to energy efficiency (see Resources section), consider how massing and building facades can be strategically designed to create visual interest through use of smaller components or features that can create depth and rhythm where appropriate (see Articulation of building features under the Identity and Character section).
- Consider the experience of people within the streetscape as they pass by and use the building. Think about how the building fronts onto the street and how design relates to the human scale so that spaces created between buildings are welcoming and pleasant to inhabit.

B.4 How do alterations to existing buildings respect the form, scale, character and appearance of the existing building and surrounding area?

The same design principles apply when considering alterations to existing buildings; any alterations should respect the form, scale, character and appearance of the existing building. When extending a building, the impact on the existing building and surrounding buildings needs careful consideration.

The privacy and internal daylight and sunlight of the existing property and surrounding properties maybe negatively affected. Policy HD8 sets out expectations for levels of privacy, sunlight and daylight, including the 25o and 45o guidelines. With an extension there is more limited scope to consider orientation, meaning the height and length of the extension and any impacts on overshadowing will be particularly important, as well as the size and placement of windows and rooflights.

Movement

The quality of the movement network into and through a development plays an integral role in establishing its character and how it functions. Particular focus should be on enabling safe and easy walking and cycling as well as on the needs of those who are less mobile. A quality movement strategy will play a role in supporting people to access daily needs such as shops and facilities; employment and services; accessing open space and nature without having to rely on private vehicles. The way that streets are laid out can support social interaction and promote a safer public realm. Movement considerations will also need to address access to public transport for journeys beyond the local area and balance out the need for parking for those who do rely upon private vehicles.

M.1 Has movement into and through the development been considered and what is the strategy for this?

It is important that sites integrate well with the surrounding area. As part of the contextual analysis (as discussed in the Context section) movement corridors of various transport modes in and around the site should have been identified including barriers and opportunities to movement which new development could respond to.

- New developments should provide permeable streets to tie in with existing street networks and secure improved connectivity.
- Levels of movement will vary, with higher levels of activity likely to be located around particular uses like shops, schools and areas of employment and lower levels of activity in other areas such as residential streets.
- Very large sites may have streets across a hierarchy e.g. primary, secondary and tertiary routes. Even for small sites with a single access route, consideration of the position of this route within the surrounding street hierarchy should inform design.
- The street width, building height, enclosure, set backs and uses are likely to differ between the different street types to help distinguish between them (and therefore aid wayfinding) and to accommodate the level of activity of movement on them.
- Streets should not be vehicle dominated but should reflect a more human scale and allow for and encourage more active and sustainable modes of transport. Opportunities will be available for accommodating other design features, such as greening in the form of trees or SuDS, as well as street furniture and services but a balance needs to be struck to ensure that these spaces do not become cluttered.
- Narrower streets (secondary and tertiary routes) offer opportunities to slow down or remove through traffic and prioritise active travel like walking and cycling and are likely to be more fitting of residential areas. The design of new streets and alterations to existing ones should seek to encourage social interaction, natural surveillance and opportunities for active and sustainable traffic by prioritising the quality of the public realm and removing the dominance of the car in the street user hierarchy.

M.2 Has active travel been prioritised and how has design been used to ensure safety and security for all modes and different groups?

On routes of all sizes, pedestrian and cyclist friendliness should be maximised to ensure that all users are safe and comfortable throughout Oxford's movement network. The street user hierarchy should prioritise children, pedestrians, cyclists over motor vehicles and the built form and street design should reflect this.

Oxfordshire County Council's Local Transport and Connectivity Plan should be referred to and its Street Design Guide provides useful advice.

- Oxford's communities are diverse with varying needs and vulnerabilities that can modify their experience of the public realm at different times; this needs to be taken into consideration in designing movement routes. Is there sufficient pavement space for different users needs – e.g. those with pushchairs, individuals in wheelchairs or with other assisted mobility needs?
- Consider how route design will impact perceptions of security and promote safety for different groups, such as by facilitating desire-lines for pedestrians and cyclists wherever possible including across open spaces. Avoid creation of spaces and routes that feel cut off or lacking in visibility and take opportunities to reduce street crime/fear of crime and deter anti-social behaviour. Think about how different routes might be experienced at different times of the day and in different seasons, how could perceptions of safety change at night or in bad weather and how can street design be used to improve these (e.g. lighting, shade and shelter).
- Consider also how use of planting could be incorporated into roads, streets and paths to soften the urban fabric and encourage active travel across the site and beyond. Green features like trees that provide canopy cover can be beneficial for providing shade to pedestrians during the summer months as well as movement corridors for wildlife; careful placement of hedges can act as a buffer to air pollutants as well as softening noise impacts. However, care should be taken in choice of species and placement to ensure negative impacts are avoided – for

example certain species can produce pollutants that reduce air quality, whilst poor design can also trap air pollution (e.g. large tree canopies reducing air flow within narrower street canyons). See Nature section for more information.

- Think about how street design can support active travel in other ways, for example by providing secure storage for cycles to ensure that people have somewhere safe to leave bikes in between travelling. Think about how and where these should be located, think about where the demand for storage would be. Is it convenient to use? Does it benefit from natural surveillance? Has situation avoided creating hazards for other road users?

M.3 How does the layout and design of streets promote access to public transport and create areas with minimal traffic

Lower traffic streets allow more space for social interaction and for children to play and have been demonstrated to increase 'neighbourliness' and access to active and more sustainable travel and freedom of movement for children. Even in a relatively small scheme, attention can be given to creating areas with low or no vehicular traffic.

- Placement of parking areas is important, particularly on schemes with only one vehicular access. Is it possible to position parking so that cars do not need to circulate around the whole development? Has permeability been maximised for pedestrians and cyclists?
- Most schemes in Oxford will be smaller, infill schemes on or near to existing bus routes, but will not have new bus routes within them. However, in cases where bus routes are needed within a scheme, these must be direct, wide and straight enough to be easily navigated for a bus driver with adequate space for passenger to wait comfortably, without conflicting with other road users.
- Think about requirements of other services like delivery vehicles and waste collection and design routes to ensure they can move efficiently. All streets should have some provision for emergency access, regardless of hierarchy. Solutions for otherwise pedestrian areas, such as designated delivery zones, may be useful.

High quality public spaces

Except for the smallest developments, most new developments will include public spaces. Multi-functionality is encouraged, from allowing movement and access to allowing social activities and recreation. The link with the Green Infrastructure strategy will influence whether there are long, narrow strips of green corridor, larger and more formal spaces, natural spaces or small pocket parks.

P.1 Are all spaces clearly defined, with a clear purpose, with no awkward or leftover spaces?

Public spaces should be well-defined and clearly distinguished from private spaces. The purpose of the public spaces should be clear, with a certain amount of flexibility about their future use. For example, if routes are segregated, with pavements or cycle lanes for pedestrians and cyclists, the divisions should be clear, but potential for change in the future should also be considered, for example to a shared space. Public open spaces should be obviously public, clearly visible, and accessible. Awkward patches of land that are too small to have an obvious function should be avoided. Landscaping and street furniture such as benches and carefully locating small spaces within the network to create a small social or stopping place will help to ensure they are functional and not wasted.

P.2 How are public spaces designed to give a sense of safety

When a public space is overlooked, with doors and windows fronting onto it, it can offer the user passing through a sense of security, this is particularly important at night and for more vulnerable pedestrians. Is there overlooking to create a sense of surveillance? Are all external public spaces such as streets and parks overlooked by windows serving habitable rooms in buildings and adjacent activity?

P.3 How do public spaces support social interaction and is there adequate space in the public realm to linger and walk side-by-side?

The public realm should do more than just enable people to walk from a to b. Except in the smallest infill sites with only a short access road, there should be an opportunity to design the public realm to include wider and more spacious areas that enable people to interact with others. Routes for pedestrians should not be so narrow as to require single-file walking. Oxfordshire County Council's [Street Design Guide](#) provides useful advice.

P4 How are any public open spaces designed with all ages and needs in mind?

Public spaces should be useable and attractive for everyone. Playable space and playful streets that are welcoming to all support sustainable communities and wellbeing. This is important in all of the public realm, not just large parks and squares and playgrounds. Smaller, informal spaces including pavements, pocket parks and small community gardens and growing spaces can all provide these opportunities. Those with visual or hearing impairments benefit from well-designed spaces that are easy to navigate and pleasant to use.

P.5 How has the public realm been designed to be flexible, adaptive and stimulating

Public realm should be able to respond and adapt to various uses and needs and it should also be engaging. Variety in the public realm will help achieve this. How will there be opportunities for children and adults to play games and be active or stop and watch the world go by? All senses should be considered, including the sounds that different planting and surfacing may make, visual variety and smells.

Identity and character

Identity and character are influenced both at a broad level as was discussed under the Built Form section, but also on a more detailed level, by the articulation of specific features of buildings and spaces as well as the choice of materials. Where these elements come together successfully, they can help to generate local character that makes a development distinctive and memorable and gives users a sense of pride as well as establishing places that are sustainable and resilient for the future.

Articulation of building features

I.1 Do the proposals contribute positively to the roofscape?

Oxford has a rich roofscape and new development needs to consider any impact on it. The positive design of roofscape will help to enhance any significant long views the development might be part of and also the experience of the place at street level. The contextual analysis undertaken on the development site will help inform an appropriate approach to the design of rooftops.

- How the design of roofscape sits within longer views will be particularly important where the development is sited within the protected views that cross the city, but also where it is sited within views identified within Conservation Areas Appraisals – See Views section.
- Along with the presence of protected views, consideration should be given as to whether there are specific characteristic aspects of roofscape in the area – this

will be of particular relevance where the site is located within a conservation area – for many of the CAs the style of rooftop is an important element in their designation.

- Variety in the roofscape through a mixture of flat and articulated roofs can help to provide visual interest. Think strategically about the appropriateness of additional features such as dormers or extractors. Where incorporated carefully, these can add visual interest and punctuate the roofline, but their incorporation needs to consider the wider context of the area as well as the overall balance of other features on the building.
- Where roofscape design is less constrained and particularly on larger developments or those within constrained site boundaries, consider how design could support the use of rooftops as communal areas or private amenity space. Equally, think about how rooftops can support wider environmental/sustainability objectives such as promoting biodiversity, and rainwater harvesting, as well as roof-mounted photovoltaics (which can be integrated with green or biodiverse/brown roofs). See Nature and Resources sections.

I.2 How have façade details such as windows and entrances been designed with consideration of any positive characteristics in the area?

As with roofscape, the articulation of façade features like windows and doors can play a major role in contributing to the character of the building and the setting of the wider area. Again, think about the contextual analysis and what factors might need to be considered in the design of these features.

- Articulation of the windows on surrounding buildings including their size, positioning and the types of materials used in their construction. Think about how the design of window/doors will fit in with the rhythm of adjacent buildings so that they respect and enhance the positive character of the area where possible. Where contrasting design choices are made, these should be justified.
- As well as the location of windows/doors, think about how the specific glazed features are designed, including how individual panes are subdivided. Large uninterrupted areas of glazing (e.g. a wide, undivided patio door) can give the impression of voids which may be detrimental to overall design depending on where they are located. Conversely, use of glazing that is subdivided on particular facades can draw attention to these elements in a positive way, but can be equally disruptive where multiple styles of sub-division, or uneven subdivision are located on one frontage.
- Think about the impacts of window/door sizing and spacing on internal amenity. Larger areas of glazing can allow for more daylight but could disrupt privacy, so may be more appropriate at levels higher than ground floor. Equally, size and positioning of glazing can impact solar gain and indoor thermal comfort – there are specific requirements for meeting overheating tests set out in the Building Regulations (Part O – Overheating) which need to be balanced out against design aspirations to ensure planning permission is not in conflict with building regulations. See Resources section.

I.3 Attention to detail: storage, waste, servicing and utilities

Design will need to take into account a range of external features servicing the development and its occupants; it is important that their impact is considered both in terms of their location and the materials they are devised from. Are external servicing features such as bin storage facilities, rainwater goods integrated into the design of the development with well considered placement?

- The positioning of features like bins and storage for outdoor equipment (including bikes) at the front of buildings can have a negative impact where they protrude inappropriately as well reducing the perceived activity of frontages which can

impact the street scene and reduce perceptions of safety. Think about how these could be positioned away from facades intended to provide active frontages, potentially to the rear of properties and away from the streetscene where possible, though it is important to ensure that there is good access for users and it is acknowledged this isn't always feasible. Where positioning away from street scene is not possible, there will be a need for high quality materials and more careful design that can reduce impacts.

- Think about the impact of other external features required to provide for essential services such as meter boxes, gutter pipes, satellite dishes and Electric Vehicle charging (see Resources section for more on EVs). Whilst these should again be located in a way that minimises their visual impact and best fits in with the character of the building and the local area, it may not be feasible to fully limit visual impact by position alone. Again, this is where it is important to pay attention to material choice and specific design characteristics like size, colour, and location and factor this early into the design process. Can these features be designed with a similar colour to the wider building? Can features like guttering be integrated into the façade?

I.4 How do the materials chosen reinforce the overall design concept, respect the local context and ensure high quality?

It should be explained in the DAS how the contextual analysis been used to inform the materials chosen. Considerations that may be of relevance as part of the design rationale for materials used could include:

- In many cases it is likely to be appropriate to select materials and vernacular used in the local area as well as wider Oxford. Where contrasting materials are deliberately chosen for example to create visual interest and distinctive style, the design rationale should be justified, including with regard to the impact on existing character.
- It may be appropriate to use combinations of materials or different materials on different parts of the building for example on different storeys or in order to articulate certain parts of the structure. In those cases, the change from one material to another should appear logical and be justified within the design rationale.
- The selection of materials should consider various characteristics including colour, variation, reflectivity, texture of materials. The extent and character of glazing will also influence the appreciation of a building. The use of prominent colours and materials should be carefully considered; muted colours that respect the existing character of Oxford may be most appropriate. Substantially glazed elevations should demonstrate sensitive appreciation of orientation and reflectance.
- Consider the way materials are seen and appreciated under different atmospheric conditions, for example in bright sunshine and at different times of the day and night. This should be tested through the provision of visualisations agreed during pre-application consultation.
- Materials utilised in external/detailed elements like rainwater harvesting (e.g. guttering), boundary treatments (e.g. fences, walls) and other extraneous features, also need careful consideration, particularly where these are publicly visible. Are these of a high quality, durable and in keeping with the wider context of the building and the local area?
- Consideration should also be given to how the materials will perform over time; they should be chosen to be long-lasting and wear and weather well, without degradation of their aesthetic appeal or functionality. This applies to materials used in the buildings and also external areas including private amenity space and public realm which will be subject to differing levels of wear (e.g. weathering). In

external areas, materials should be easy to maintain and repair, and when it comes to replacement, easy to source matching materials.

- Other considerations of relevance to material selection could include how they will support other design choices and sustainability. For example, considering the embodied carbon cost of particular materials, as well as thermal performance of fabric materials which is important for energy efficiency and maintaining a comfortable indoor environment throughout year (see Resources section and policies R1, R2 and G9).

Nature - Green Infrastructure and biodiversity

Given the constrained nature of the city and increasing pressures on landscapes and biodiversity arising from all sizes of development, it is essential that the provision of green and blue infrastructure are considered at the earliest stage in the design process. Natural and designed landscapes that integrate existing features and incorporate new features should offer multi-functional benefits including for health and wellbeing, biodiversity, water management and climate change. Impacts on existing biodiversity should be avoided and new spaces for wildlife and flora prioritised, integrating with the wider ecological network wherever possible, so that development can help to enhance biodiversity across the city.

N.1 How has design been informed by an understanding of the quality of existing Green Infrastructure features on and around the site and are these being retained/enhanced wherever possible?

Design should be informed by an understanding of the quality of existing green and blue features on and around the site and the value they contribute to the local area as well as wider GI network. A range of factors should be considered in determining quality – think about not only age and physical condition but also their value to wider amenity of the area as well as other functions that may not be as visible – such as benefits for biodiversity; climate adaptation and carbon storage; as well as being of heritage significance (e.g. Registered Parks) or contributing to the setting for heritage assets or for physical recreation.

- Retention of existing green infrastructure should always be the priority, particularly where this is high-quality and could be challenging or time consuming to replicate elsewhere. Mature trees and hedgerows for example take many years/decades to establish and it is preferable for development to be designed in a way that avoids adverse impacts such as their removal.
- Certain functions of green infrastructure are specific to their existing location, making them infeasible to relocate, for example where they contribute to setting of heritage assets; protect reserves of carbon heavy peat; or act as flood storage within the functional flood plain.
- The potential for enhancement of lower quality features should also be considered, this can help meet the requirements of the Local Plan such as for the Urban Greening Factor (Policy G3) or biodiversity net gain (Policy G4).
- It is important that design not only considers the site itself but also the areas that extend beyond the boundaries and the interconnections between green features wherever possible. This will help meet the requirements of Policy G2 on enhancement and provision of green and blue features.
- Consider whether there are existing linear features such as lines of trees, hedges, pockets of green spaces or watercourses that extend into or alongside the site. These can be important spaces for movement of wildlife and people and support an array of habitats. Consideration should be given to strengthening these existing connections, enhancing existing habitats, and avoiding any further fragmentation. Potential for recreation and movement should also be considered.

A range of tools and metrics are available to inform assessments of existing GI and should be utilised where relevant including existing information in the Oxford GI study 2022; the Council's Urban Greening Factor tool; Natural England's GI standards; the DEFRA Biodiversity metric as well as other best practice such as the British Standards for trees BS.5837:2012 (or its future equivalent). Refer to satellite mapping as well as other data sources that details the types of green features, spaces and habitats that surround the site.

N.2 How have new Green Infrastructure features been designed to deliver multiple functions/benefits for the sustainability of the environment and health and wellbeing of people?

Green infrastructure needs to be considered in design with the same level of importance as traditional 'grey' infrastructure like sewers and roads, particularly as it is often able to perform multiple roles that support the sustainability of a development and its occupants. This is especially important in Oxford where our green space is limited or unevenly distributed. Policy G2 sets out the various multi-functional benefits that new GI should seek to deliver, and green and blue features should be selected to meet the needs of the proposal and the wider area in this context. Highlighting where design features are addressing multiple policy requirements (for example providing green space for occupants as well as SuDS features that can reduce flood risk) will help in demonstrating the merits of an application and the overall approach.

- The functionality of open space and the role any type of provision plays in supporting occupants of the development should also be informed by an understanding of the wider local context as well as the needs of the users of the development. Consider what types of spaces are available already in the local area, whether there are deficiencies in certain types of space that could be addressed by the proposal.
- The scale of the development is likely to influence the levels of opportunity for provision of green spaces but all sites should be able to provide some level of high-quality greening – this will be an expectation on major development, to be demonstrated via the Urban Greening Factor (Policy G3). On larger sites, networks of green spaces can help to break up urban fabric as well as green corridors. For larger applications with public open space provision, engagement with the local community will help inform the type of space needed.
- Simple design solutions such as avoiding extensive areas of artificial surfaces like tarmac or concrete can be beneficial for the long-term sustainability of a site and can be beneficial in helping to meet specific policy requirements such as those set out for the Urban Greening Factor (Policy G3) and Soil quality (Policy R6).
- On building facades such as roof and walls, use of green features where carefully installed can further reduce artificial surfaces and promote more multi-functionality. This approach can be particularly helpful on more constrained sites, where opportunities are limited elsewhere.
- The plan for ongoing management and maintenance of green features should be set out. Care will be needed during the establishment period (including watering and feeding as well as replacement of failed specimens) but also ongoing care needs such as pruning of trees and shrubbery and maintenance of green spaces.
- Green spaces with a mixture of play features for young people will enhance wellbeing – these spaces do not have to be overly designed or dominated by fixed equipment, but could also be comprised of wild areas and facilities that encourage engagement with nature and free-play.
- Opportunities for communal food growing, which could be small scale and informal such as community orchards can also meet an important need not only for food but also social engagement and mental health.

Information is available published data sources from the Council (such as the Oxford GI Study 2022, the Playing Pitches study). National data sets such as the mapping accompanying the Natural England Green Infrastructure Framework and OS data.

N.3 Are there protected species or other biodiversity/habitat features on the site or in proximity to the development and how has the design been tailored to avoid adverse impacts and/or enhance these features?

- Part of the contextual analysis informing design should be an understanding of the potential for protected species or other biodiversity value (such as important habitat) on the site and ensuring design responds in a way that avoids adverse impacts in line with the mitigation hierarchy and ideally enhance these features.
- The site layout will need to be informed by considerations arising from proximity to important habitats and take into account the potential for causing impacts even at a distance.
- Where a development is proposed in proximity to a designated ecological site, the layout of the site may need to be designed in a way that incorporates sufficient buffering – potentially through use of landscaping features and informed by appropriate ecological expertise. Buffering may also be required where there is proximity to blue corridors.
- Where there are sufficient indicators of species of interest, there may be a requirement for detailed biodiversity surveys which
- ascertain the specific nature of species present and help inform any mitigation that may be necessary.

A range of information sources are available detailing the presence of biodiversity interests in the city, including a detailed set of records held by Thames Valley Environmental Records Service (TVERC); as well as habitat data from Natural England (Magic tool), and the network of ecological sites designated by Policy G6.

N.4 How have external areas and features provided on the site been designed to support biodiversity and allow wildlife to flourish?

It is important to consider the types of landscaping features and how these can support feeding and shelter of various forms of wildlife where possible. Care should also be taken in the design of site features which could impact wildlife.

- The inclusion of native and/or pollinator friendly planting, as well as species that bear fruits/nuts is encouraged in order to support feeding for example.
- Making space for areas of informal planting that can grow wilder during the year can provide opportunities for shelter and hibernation within the urban environment.
- Species selection should avoid invasive species or those that are particularly harmful to people or the wider environment.
- Consider how the design of external lighting could impact on the wider environment and avoid overuse of artificial lighting where it could be particularly detrimental to nocturnal species. Seek to ensure that outdoor lighting is targeted and proportionate to the needs of the development and its users.
- Try to limit other sources of disturbance such as noise from plant equipment and emission of pollutants into the air or water – these are considerations which will be of equal importance during the construction phase as much as during the operational phase and will help to meet the requirements of Policy R5 and R8.

Resources

It is essential that development responds to the challenges of climate change. This includes meeting net zero carbon and having buildings that are resilient to hazards like overheating

and flooding, and prudent use of natural resources. Many of the responses to these challenges, such as energy efficient design and efficiently performing buildings will need to be thought about at the beginning of the design process. Careful design choices can secure efficient buildings and reduced impacts on the environment, whilst also securing high-quality design and benefits for the health and wellbeing of occupants.

R.1 How has development been designed to ensure it is net zero carbon in operation and in accordance with the energy hierarchy?

Policy R1 sets out the energy hierarchy and its application in the design of new buildings. The first step in the hierarchy is designing so that demand for energy to operate the building and its systems is minimised, this could be achieved in a number of ways many of which align with Passivhaus principles such as:

- Orientation - Design the orientation of the building so as to maximise solar gain in the winter (e.g. south-facing) and minimise overshadowing. Dual aspect, south-facing facades are particularly beneficial for this where a site allows.
- Massing - Consider how the massing of the building will influence energy required for heating/cooling. Be strategic in how the articulation of elements such as roof shape, the use of insets and overhangs as well as the grouping of dwellings are used to achieve character without resulting in excessive form factor (the ratio between the external surface area and the internal treated floor area) which will require greater amounts of energy to heat/cool. Also think about whether all spaces require heating/cooling - grouping of 'cold spaces' like garages and bike sheds can allow for a more efficient layout.
- Facades including glazing - Think about how the proportions of glazed surfaces like windows/doors can influence performance. Design glazing with considerations of orientation, daylight and thermal comfort in summer. It is important to minimise heat loss towards the northern elevations in winter, such as by incorporating smaller windows on northern facades, whilst solar gain needs to be maximised on southern facades where window sizes could be bigger. Equally, higher storeys are likely to benefit from more light so could include reduced levels of glazing than lower levels.
- Fabric-first - Take a fabric-first approach which seeks to incorporate high levels of insulation; a very air tight building fabric as well as minimising thermal bridges. Use of triple glazing in windows/doors will help with thermal efficiency of these elements.
- Ventilation - Include efficient ventilation systems in order to preserve good indoor air quality, avoid overheating and moisture build up. Because of the need for high air tightness in building fabric as outlined above, net zero carbon homes are likely to require some form of mechanical ventilation with heat recovery which will allow for a constant rate of ventilation. Consider the placement of these systems to allow for easy access and maintenance. Habitable rooms need to have openable windows – ideally try to ensure windows are placed on opposing sides of the building to facilitate purge ventilation providing bursts of fresh air through the building as required.

After minimising energy use, the second step in the energy hierarchy as set out in Policy R1 is that design should consider how energy is used as efficiently as possible and sourced renewably. Each development site will have its own considerations but some factors to consider include:

- Use of heat pumps that can secure cooling as well as heating and can be up to 3x more efficient than other heating systems. Where a building has followed the principles of high fabric efficiency above, they will be well set up for the more gradual heating method of technologies such as air source heat pumps.

- Consider the orientation of the roof and how this can maximise performance of solar photovoltaics and thermal technology. Consider the types of systems the building will accommodate, the orientation of the roof to maximise solar irradiation, and the structural considerations to support pv in high winds.
- Careful design can allow solar pv and green roofs to exist mutually with the correct orientation and placement of panels – indeed the cooling effect of green roofs can support the performance of pv (which can reduce at very high temperatures).
- Design of the renewable energy generation system can be made more efficient through incorporating battery storage to make use of the renewably generated energy at times of low capacity. Space will need to be made to incorporate such systems.
- Design considerations for electric vehicles chargers such as location and placement, size of unit and colour for example will be particularly relevant where installing in a sensitive area of the city (e.g. conservation area). Properties without a driveway may need to consider potential for other solutions such as pavement cable channel as a priority before considering the need for creation of new driveways. There is additional information on the City Council [website](#) and the County Council's [website](#).

Where proposals involve the retro-fitting of existing buildings (including traditional buildings), policy R3 sets out the importance of being guided by a Whole Building Approach, as well as other guidance that should be considered in design. Reference should also be made to the Council's Retro-fitting Technical Advice Note as well as Historic England's advice note.

R.2 How has consideration of the carbon footprint embodied within the construction process been incorporated into the design?

The issue of embodied carbon in the construction process is not a simple one and will be influenced by various considerations such as the types of materials selected, where they are sourced from, how they are put together and their longevity. Nevertheless, having consideration of this issue upfront and throughout the design process will ensure opportunities to reduce carbon emissions embodied in the construction process are not missed. Think about:

- Reuse of buildings - consider whether demolition of existing buildings is really necessary and reuse buildings where possible (try to reuse demolition materials if not). Maximise recycling on the site and the use of recycled materials more generally and minimise waste.
- Source of materials - consider where materials are sourced from and how these are to be transported to the site. Can modular construction techniques be utilised to prepare parts of the building in advance and be brought to site? This is also a good way to reduce waste in the construction process.
- Types of materials - certain materials have a higher carbon cost to produce than others. Some materials can come in lower carbon alternatives such as low carbon concrete mixes. Natural materials like wood and hemp which may be used in the structure, insulation or the finishing, can even sequester (lock up) more carbon than is emitted in their production. In terms of the finishing, can elements be left open/uncovered without the need for additional finishes being applied?. For example, careful selection of the material used to construct the floor can mean there is no need for additional carpeting or other coverings.
- Maintenance - think about the entire lifespan of the building. Ensure that easy maintenance of the building and its systems are considered to support longevity.
- The future - consider how design of features and layout could allow the building and its spaces to adapted to alternative uses in the future. What will happen at

the end of its life span? Plan for ease of deconstruction in selection of materials and construction methods.

R.3 How does the design consider resilience to the impacts of overheating and water stress/drought in a changing climate?

A highly fabric efficient building should be as good at keeping heat out during the summer months as it is in keeping heat in during the winter months. However, the performance of the building during high heat events should be an integral consideration in the design process and additional measures that can reduce the risk of overheating are greatly encouraged. There are certain requirements that will need to be met to pass Building Regulations (specifically the requirements of Part O: Overheating) - as these requirements can have a close relationship with design process, it is helpful to consider them together.

Policy G9 sets out the importance of design being guided by a cooling strategy which follows the principles of energy saving and efficiency in line with the energy hierarchy, promoting passive cooling options in the first instance before exploring more energy intensive measures. The following hierarchy should be used as a guide for selecting cooling interventions:

- Minimise internal heat generation and reduce amount of heat entering a building in summer through energy efficient design and careful building layout/design (e.g. orientation, shading, albedo, fenestration, insulation and green infrastructure)
- Manage the heat within the building through exposed internal thermal mass and high ceilings
- Passive ventilation
- Mechanical ventilation
- Active cooling systems (ensuring only most energy efficient technologies are used).
- Consider how the design of façade elements such as windows can reduce solar gain during the summer months. Windows on southern elevations will experience sunlight coming in at a higher angle in the middle of the day which can be easier to address through fixed shading like wider eaves (and other forms of overhang like balconies). Use of shutters and windows that open to allow rapid ventilation through the building can allow occupants to quickly respond to temperature extremes.
- Consider how water saving measures such as water efficient fixtures and fittings as well as grey water recycling can be incorporated into the design to reduce water use, alongside rainwater harvesting features to collect water for uses such as gardening. Where these features require elements on the roof, there will need to be sufficient space to accommodate these alongside other features like green infrastructure, renewables and plant equipment.

R.4 How does the design consider resilience to the impacts of flooding in a changing climate, avoiding increasing flood risk elsewhere and ideally reducing existing flood risk?

The approach to site layout needs to be informed by a comprehensive understanding of current and future flood risk on the site (taking into account the impacts of climate change) as part of the Flood Risk Assessment. There is a range of detailed guidance and data sources that should be considered. The Flood Risk Assessment needs to be integral to informing the design process and how the development is planned. Some general considerations that will need to be factored into the design process include:

- The current context of the site including existing land uses and how these may contribute to or increase flood risk. This includes whether there are areas of

existing flood storage or natural features which contribute to mitigating surface run off (e.g green space and areas of planting).

- Taking a sequential approach to the layout of uses on the site with more vulnerable uses (see NPPF for vulnerability classifications) being located in areas of lowest risk from flooding on the site.
- Incorporating a range of design features into the fabric of the building itself to improve resilience to flooding and helping occupants to recover more quickly. Such measures are generally broken down into two categories: dry proofing, which seeks to keep water out at times of flood; and wet proofing which seeks to allow the building and its systems to continue to operate during flooding and be dried out quickly.
- Thinking about how design can support emergency management at time of flooding – are there clear and safe access/egress routes into the site and individual buildings, are evacuation routes easily identified for occupants including those who may have reduced mobility (e.g. elderly and disabled); how will emergency services access the site if necessary; what provision is there for alarm systems and alerts?
- Taking account of the age, construction and heritage significance of any existing buildings and structures on the site. Where retro-fit is being proposed, follow the guidance of policy R3 in relation to Whole Building Approach.

R.5 How have Sustainable Urban Drainage Systems been incorporated?

Sustainable Urban Drainage Systems (SuDS) features should be an integral component of the design of outdoor spaces in line with the requirements of Policy G8. Applicants should refer to the Council's SuDS planning guidance as well as guidance prepared by the County Council in how to design SuDS features into the development, available [here](#). In particular, it is expected that high quality design in relation to SuDS will factor in a number of considerations including:

- Design of SuDS should follow a strategic process that seek to slow down and capture rainfall first, allowing as much of it as possible to evaporate or soak into the ground close to where it fell. The rest is then directed in a way that improves water quality towards the nearest watercourse to be released at the same rate and volumes as before development. The types of features selected should be informed by the context of the site. The Council's preference is that natural surface features which are primarily green are prioritised, these could include green roofs, ponds, wetlands and shallow ditches called swales.
- Additional context informing SuDS selection should consider the geological and hydrological conditions of the site, informed by appropriate ground investigations including percolation testing as well as testing to understand the potential presence of contamination. Issues that may be of relevance and may make certain types of drainage features inappropriate could include: unstable ground, contaminated ground, poor infiltration, proximity to buildings, the highway or other sensitive areas; presence of other services/infrastructure; as well as existing ground water levels/potential for pollution.
- Whilst SuDS features need to prioritise their water management benefits including flood retention and improving water quality of runoff, design should follow the principles of multi-functional design so that these landscape features can perform multiple benefits in the development throughout its lifetime, particularly when they are not in use at times of low rainfall. See guidance on multi-functional green infrastructure features in the Nature section.
- All SuDS should have a comprehensive maintenance plan in place in order to ensure they remain functional and safe for the lifetime of the development.

Well-designed homes and communal areas within buildings should provide a good standard and quality of internal space. The needs of occupants will relate not only to the internal space provision and how this allows them to live day to day (e.g. socialising, working and keeping active) but also to external space provision in the form of private or communal outdoor spaces. Well-designed homes also consider the varying needs of different groups in the community including the disabled and the elderly and are easily adapted to meet changing needs over time.

H.1 Are internal spaces of sufficient size and proportion for their intended functions?

It is important to ensure that new homes are of an adequate size and suitable layout to provide high quality, functional homes that meet the needs of a wide range of people, and consider how those needs might change over time. This applies to development at all scales, from large strategic sites to infill development. While there is added pressure to deliver as many homes as possible, this should not automatically result in the creation of smaller homes, or housing that has unacceptably small or poor functioning internal spaces that do not meet appropriate standards.

- Policy HD9 sets out the requirement for internal dwelling spaces to meet at a minimum the Nationally Described Space Standards. These are technical standards, distinct from the Building Regulations, that have been developed as a means to create a common baseline that can be applied across all planning authorities. It contains requirements for the Gross Internal (floor) Area of new dwellings at defined levels of occupancy, and includes areas and dimensions for key parts of the home - notably bedrooms, storage and floor to ceiling height.
- Along with living space, dwellings should allow for a usable amount of storage space integrated within internal layouts. Without it, people's belongings and items for everyday use will encroach on the space available within rooms and limit enjoyment of them. Space requirements should also consider other needs such as waste and recycling storage, which are essential for enabling people to live sustainably.
- Think about the more specialised accessibility needs of the disabled such as the need for wheelchair adapted housing, the requirements for which are contained in (Category 3 homes in Part M of the Building Regulations). Also is the dwelling designed to accommodate aging occupants and changing mobility over time? See lifespan section for more.

H.2 Does the development provide sufficient private and/or communal open space?

Occupants of new homes also need to have access to outdoor space for socialising, exercise and meeting other needs like drying clothes. Ideally there should be access to private outdoor space (such as gardens, balconies, roof terraces) but it may be appropriate to provide access to communal spaces also.

- Where outdoor space is provided, this should be easily accessible to the occupants of the development it is serving,
- Consider wider amenity issues that might affect the space such as privacy/overlooking, security, light and safety.

Lifespan

High quality design should consider how development will be sustained in the long term. Consideration needs to be given to how these places will be maintained and cared for in the future so that they can retain their quality for generations to come. Buildings and spaces

need to be flexible and adaptable to changing needs over time to allow them to remain usable and useful without needing to be replaced.

L.1 Is there a proposed management plan or approach in place for future maintenance and upkeep?

High quality design should mean that places are well-managed and maintained in the long term. For larger and more complex schemes, management and maintenance regimes should be established from the early stages of the design process and set out in a management plan.

- Consider the wide range of elements in a development and their on-going maintenance and management including buildings, landscaping, streets and open spaces, public art, sustainable drainage systems etc.
- Management and maintenance responsibilities should be clearly defined for all parts of a development. They should consider potential impacts on communities such as in the form of service charges or where management will pass into their control.
- Management of local waste, cleaning, parking, internal common spaces, shared spaces and public spaces are all considered from the outset. These include play areas, open spaces, streets and other public spaces.

L.2 How easy will it be to maintain, repair or source matching materials? Have the materials been proven to be robust and weather well?

Materials should be selected that are robust, easy to use and look after, and enable their users to establish a sense of ownership and belonging, ensuring places and buildings retain their aesthetic appeal and functionally for the long term.

L.3 How will the scheme be flexible to changing needs?

Well-designed spaces are adaptable to the changing needs of users and to evolving technologies and innovations. The aspiration is for public places that are inclusive to all. Well-designed private places, such as homes and gardens, should be designed to be flexible to adapt to the changing needs of their users over time. This would include changes such as growing households and mobility due to health changes as well as adaptability to remote home working. How easily can buildings and spaces be adapted without costly or extensive construction works?

- In keeping with the evolving nature of work, development should include adequate space and servicing to facilitate remote working. At the minimum, spaces must at least be flexible enough to be easily adapted for use as living and work and back again.
- There are broader changes to living patterns that should be integrated in design schemes, or sufficient flexibility to adapt to such changes as needed. These would include the reduction in emphasis on dedicated car parking spaces, access to EV infrastructure, adequate and integrated bin and cycle storage.
- Well-designed places should also have consideration for how digital and connectivity infrastructure can be integrated into designs from the outset, as well as how such infrastructure can be maintained and upgraded with the minimum level of disruption to wider users or compromising the functionality and aesthetic appeal.

APPENDIX 1.2 STRATEGIC POLICIES

S1 Spatial Strategy and Presumption in Favour of Sustainable Development

S2 High Quality Design

S3 Infrastructure Delivery in New Development

S4 Plan Viability
 H1 Housing Requirement
 H2 Delivering Affordable Homes
 H3 Affordable Housing Contributions from Other Development Types
 H4 Employer-Linked Affordable Housing
 H8 Location of New Student Accommodation
 H9 Linking New Academic Facilities with the Adequate Provision of Student Accommodation
 E1 Employment Strategy
 G1 Protection of Green Infrastructure
 G2 Enhancement and Provision of New Green and Blue Features
 G6 Protecting Oxford's Biodiversity Including the Ecological Network
 G7 Flood Risk and Flood Risk Assessments (FRAs)
 R1 Net Zero Buildings in Operation
 HD1 Principles of High-Quality Design
 HD2 Making Efficient Use of Land
 HD3 Designated Heritage Assets
 HD5 Archaeology
 HD6 Views and Building Heights
 C1 City, District and Local Centres
 C2 Maintaining Vibrant Centres
 C6 Transport Assessments, Travel Plans and Service and Delivery Plans
 C8 Motor Vehicle Parking Design Standards
 I2 Safeguarding Land for Infrastructure

Site allocations: All Protected Key Employment Sites and sites with a minimum housing capacity of 50+
 Area of Focus Policies

APPENDIX 2- HOUSING

APPENDIX 2.1 METHOD FOR CALCULATING AFFORDABLE HOUSING CONTRIBUTIONS

Contributions for payments in lieu of providing affordable housing onsite (eg in relation to Policies H3 and H4) are based on seeking 40% of the value of the land being developed as a financial contribution (in other words the equivalent contribution if the land had been developed for residential use and delivered onsite affordable housing).

The formula that will be applied to calculate payments in lieu is:

$$X = ((A - B) \times C) - ((A \times C) \times D)$$

Where:

- X = the payment in lieu
- A = the market value of a square metre of floorspace in the development
- B = the value of affordable housing per square metre of floorspace (reflecting the blend between affordable rent and shared ownership)
- C = the notional number of square metres that would be required to meet the target in Policy H2

D = additional developer costs (the difference between the profit applied to market housing and affordable housing; and marketing costs on the affordable units converted to private housing).

In addition to this, a 5% administration charge will be levied on the calculated sum payable.

The formula for calculating the contribution towards affordable housing from new employment-generating uses is as follows: GIA (net sqm) x £10

APPENDIX 2.2 HMO CALCULATION

Policy H7 states that planning permission will only be granted for the conversion to or a new HMO where the proportion of buildings used in full or part as an HMO within 100 metres of street length either side of the application site does not exceed 20%.

The illustrations below show what is meant by this. The buildings highlighted in the examples would all be included in assessing whether the 20% threshold has been exceeded. It should be noted that, for the purposes of applying these guidelines:

- i. Buildings containing flats are counted as an HMO only if any one of the flats within the building are being used as an HMO;
- ii. Non-residential buildings are counted as an HMO only if any part of the building is in residential use as an HMO;
- iii. Buildings NOT counted as an HMO include all single dwellings that are occupied by a family, a homeowner together with up to two lodgers, or by up to 6 people receiving care (e.g. supported housing schemes for people with disabilities). Also NOT counted as HMO are social housing, care homes, children's homes, religious communes, and all buildings occupied by students and managed by the educational establishment (this includes student accommodation), as well as all buildings entirely used for non-residential purposes;
- iv. Any building on a plot with a curtilage that lies partially within 100 metres will be included in the calculation, although non-habitable buildings (e.g. garage blocks) will be excluded from the calculation.
- v. The 100 metres street length will include non-adopted roads and footpaths (but does not include roads wholly situated within private largely non-residential sites such as hospitals).

In counting individual properties, the City Council will have regard to the number of houses, flats or buildings that are licenced HMO, or for which a licence application is pending. The Council may also count any other property for which reasonable evidence exists that the property is in use as an HMO.



APPENDIX 2.3 METHOD FOR CALCULATING THRESHOLDS FOR LINKING ACADEMIC FACILITIES WITH THE ADEQUATE PROVISION OF STUDENT ACCOMMODATION

Student threshold calculation Policy H9 applies to full-time taught course students. To inform each annual Authority Monitoring Report the universities will be asked to provide information relating to their student numbers and the number of student accommodation rooms they provide and, in the case of Oxford Brookes, purpose-built student rooms they are aware are occupied by their students. A snapshot of information will be requested from a point in time in the Autumn of the monitoring year in question. The monitoring year is the one-year period from 1st April - 31st March. The 'snapshot' figures provided for the Annual Monitoring Report will be representative of the monitoring period and applicable to Policy H9.

If a university is shown in the snapshot to be in breach of threshold, but are able to demonstrate a reduction in numbers during the year that brings them under their threshold, this will be accepted as an update by the City Council alongside an application for development of academic, research or administrative facilities. The universities will be asked to state how many students they have and specify how many of them are in each of the following categories. The following categories of students are not relevant for the purposes of Policy H9 and they will be excluded from the total number used in the calculation under Policy H9. There may be students who fall into more than one of these categories and they should not be excluded more than once:

- Part-time and short-course students
- Students studying a research based post-graduate degree
- Students studying a Further education course or a foundation degree
- Vocational course students who will at times during their course be training on work-placements including student teachers and health care professionals who have a split study arrangement between the university and the NHS including student nurses, midwifery students, paramedics, physiotherapists, occupational therapists and student doctors
- Students with a term-time address outside of the city (OX1, 2, 3, 4)
- Students living within the city (OX1, 2, 3, 4) prior to entry onto a course
- Students not attending the institution or studying at a franchise institution
- Students studying outside Oxford (e.g. at Oxford Brookes' Swindon campus)
- Specific course exclusions (BTh Theology and MTh Applied Theology)
- Students who also have an employment contract with the university
- Students on a year abroad and other placement students away from the university

The following student accommodation types will be counted as university-provided accommodation:

- Purpose built student halls managed by the university
- Rooms in other student halls for which the university has nomination rights secured, or in the case of Oxford Brookes, also rooms in purpose-built student accommodation that they are aware their students are occupying during term times.
- Other university leased or owned housing stock

The number of students who meet the definition of the policy (i.e. the total number of students minus the exclusions detailed above) will be subtracted from the total number of student rooms provided by the university, and the resulting figure will be taken to represent the number of students living outside of university provided accommodation in Oxford.

APPENDIX 3 – EMPLOYMENT

APPENDIX 3.1 - KEY EMPLOYMENT SITES

The following university/ research sites:

- Old Road Campus
- Radcliffe Observatory Quarter (ROQ)
- University of Oxford Science Area and Keble Road Triangle

The following hospital research sites:

- Churchill Hospital
- John Radcliffe Hospital
- Nuffield Orthopaedic Hospital
- Warneford Hospital

The following major publishing sites:

- Oxford University Press, Great Clarendon Street

The following major manufacturing/ research sites:

- Mini Plant Oxford
- Unipart site

The following Science and Business Parks

- Oxford North
- Oxford Science Park
- ARC Oxford

The following key knowledge / innovation sector centres:

- Wood Centre for Innovation

West End and Botley Road:

- Botley Road Retail Park
- New Barclay House, 234 Botley Road
- Osney Mead
- Oxpens

Woodstock Road and Banbury Road:

- Jordon Hill Business Park, Banbury Road

St. Clements and Cowley Road:

- 496 Cowley Road
- Newtec Place, Magdalen Road
- The Gallery Marston Street

Cowley and Horspath:

- Horspath Industrial Estate Pony Road, Horspath

Risinghurst

- Light Industrial Units, Green Road

Garsington Road Cluster:

- Ashville Way Industrial Estate, Watlington Road
- Chiltern Business Centre, Garsington Road
- Fenchurch Court, Bobby Fryer Close
- Huw Grays, (formerly Buildbase), Watlington Road
- Oxford Bus Company, Cowley House, Watlington Road
- Oxford Trade Centre, Harrow Road
- County Trading Estate, Watlington Road

Sandy Lane West:

- Eastpoint Business Park
- Nuffield Industrial Estate, Ledgers Close
- Oxford Trade City and Network Oxford

APPENDIX 4 – A GREEN BIODIVERSE CITY THAT IS RESILIENT TO CLIMATE CHANGE

APPENDIX 4.1 - URBAN GREENING FACTOR

The Urban Greening Factor (UGF) is a planning tool used to improve the provision of Green Infrastructure and increase the level of greening on new development. Policy G4 sets out that all major development will need to demonstrate how it has included urban greening as a fundamental element of site and building design, demonstrating no net loss of greening score and that it meets the minimum target score for the development type (0.3 for predominantly residential and 0.2 for predominantly non-residential schemes). Its use is encouraged on other schemes as a way to assess current levels of greening and the changes proposed but is not mandatory.

The UGF score provides a figure for the proportion of urban greening in comparison to the total area of a given development site. It is based on the assessment of surface cover types within the site boundary, and is measured for the existing situation and post development conditions following building and landscape proposals. Each surface cover type is assigned a weighting factor (between 0.0 to 1.0) that reflects its environmental and social value in urban greening; its functionality in providing ecosystem services, including improving permeability; and its benefit in supporting biodiversity and habitat creation.

The UGF score is calculated by multiplying the area of each of the various surface cover types within the site boundary by its factor; each figure is then added together and divided by the total area within the red-line boundary of the development site. The result is assessed against the policy target score for the type of development.

Calculation of Urban Greening Factor Score :

$$\text{Urban Greening Factor Score} = \frac{\text{Sum of each Surface Area type (m}^2\text{)} \\ (\text{Surface Area A} \times \text{Factor A} + \text{Surface Area B} \times \text{Factor B} + \text{Surface Area C} \times \text{Factor C, etc.})}{\text{Total site area (m}^2\text{)}}$$

For the purposes of Policy G4, the Local Plan follows the categorization of green infrastructure elements and surface cover types set out in the Green Infrastructure Standards from the Natural England Green Infrastructure Framework to calculate a UGF score. For surface cover types not specified on the list, a suitable approach will be to select the closest match in the description, in discussion with the Council where appropriate.

A copy of the assessment matrix is available on the website to download. This should be completed and submitted along with the application. All surface cover types utilised in the assessment should be clearly highlighted on associated landscaping/elevation plans.

Natural England's surface cover weightings* for the calculation of UGF Score.

No.	UGF Surface Cover Type	Category	Factor	General Description
1	Semi-natural vegetation and	Vegetatio	1.0	Protection and enhancement of

No.	UGF Surface Cover Type	Category	Factor	General Description
	wetlands retained on site (including existing / mature trees)	n & Tree Planting		existing vegetation within the development site including mature trees and habitats.
2	Semi-natural vegetation established on site	Vegetation & Tree Planting	1.0	New areas of vegetation and species-rich habitats within the development site that are connected to sub-soils at ground level.
3	Standard / semi-mature trees (planted in connected tree pits)	Vegetation & Tree Planting	0.9	Tree planting established within engineered and interconnected systems with structural soils to maintain tree health at maturity.
4	Native hedgerow planting (using mixed native species)	Vegetation & Tree Planting	0.8	Dense linear planting of mixed native hedgerow species, at least 800mm wide and planted two or more plants wide.
5	Standard / semi-mature trees (planted in individual tree pits)	Vegetation & Tree Planting	0.7	Tree planting established within separate designed tree pits with structural soils to maintain tree health at maturity.
6	Food growing, orchards and allotments	Vegetation & Tree Planting	0.7	Areas and facilities provided for local allotment and community-based food growing including formal orchards with fruit trees.
7	Flower rich perennial and herbaceous planting	Vegetation & Tree Planting	0.7	New areas of mixed native and ornamental herbaceous and perennial plant species to support seasonal cycles of pollinating insects.
8	Mixed hedge planting (including linear planting of mature shrubs)	Vegetation & Tree Planting	0.6	Dense linear planting of native or ornamental shrub and hedgerow species, closely spaced with one or more plants wide.
9	Amenity shrub and ground cover planting	Vegetation & Tree Planting	0.5	Areas of formal and informal non-native shrub and ground cover planting connected to sub-soils at ground level or in planters.
10	Amenity grasslands including formal lawns	Vegetation & Tree Planting	0.4	Areas of short-mown grass and lawn used for active sports or informal recreation that is regularly cut and generally species-poor.
11	Intensive green roof (meets Green Roof Organisation / GRO Code)	Green Roofs & Walls	0.8	High maintenance accessible green roof with planting and a depth of growing substrate with a minimum settled depth of 150mm.
12	Extensive biodiverse green roof (meets the GRO Code, may include Biosolar)	Green Roofs & Walls	0.7	Green roof with species-rich planting, with limited access, may include photovoltaics, the depth of growing substrate is 100 - 150mm.
13	Extensive green roof (meets GRO Code)	Green Roofs & Walls	0.5	Low maintenance green roof, limited species mix in planting and with no access, the depth of growing

No.	UGF Surface Cover Type	Category	Factor	General Description
				substrate is 80 - 150mm.
14	Extensive sedum only green roof (does not meet the GRO Code)	Green Roofs & Walls	0.3	Low maintenance sedum green roof, no access, combined depth of growing substrate, including sedum blanket, is less than 80mm.
15	Green facades and modular living walls (rooted in soil or with irrigation)	Green Roofs & Walls	0.5	Vegetated walls with climbing plants rooted in soil supported by cables or modular planted systems with growing substrate and irrigation.
16	Wetlands and semi-natural open water	SuDS & Water Features	1.0	Areas of semi-natural wetland habitat with open water for at least six months per year contributing to surface water management.
17	Rain gardens and vegetated attenuation basins	SuDS & Water Features	0.7	Bio-retention drainage features including vegetated rain gardens and attenuation basins that also provide biodiversity benefit.
18	Open swales and unplanted detention basins	SuDS & Water Features	0.5	Sustainable drainage systems to convey and temporarily hold surface water in detention basins with minimal vegetation cover.
19	Water features (unplanted and chlorinated)	SuDS & Water Features	0.2	Ornamental and generally chemically treated water features providing amenity value but with minimal biodiversity and habitat benefit.
20	Open aggregate and granular paving	Paved Surfaces	0.2	Porous paving using gravels, sands and small stones as well as recycled materials that allow water to infiltrate across the entire surface.
21	Partially sealed and semi-permeable paving	Paved Surfaces	0.1	Semi-permeable paving using precast units and filtration strips that allow water to drain through defined joints and voids in the surface.
22	Sealed paving (including concrete and asphalt)	Paved Surfaces	0.0	Impervious paving constructed of concrete, asphalt or sealed paving units that do not allow water to percolate through the surface.

**Correct as at time of publication. As the framework is new some information may be subject to change. Any updates will be published via the Green infrastructure and biodiversity TAN which applicants should refer to.*

***Canopy measurements should be based on their extent on maturity or 25 year growth*

APPENDIX 4.2 - BIODIVERSITY POINTS

In line with the requirements set out in Policy G5, applicants are expected to incorporate a selection of features as part of the design of their development to support local species. Applicants should select features from the biodiversity points list in line with the below requirements, moving through pots 1 to 3 in order.

Type of application	Pot 1 Mandatory requirements	Pot 2 Shelter and movement features	Pot 3 Supporting landscape features
---------------------	------------------------------	-------------------------------------	-------------------------------------

		requirements	requirements
Householder	All mandatory features (where applicable)	N/A	N/A
Minor development	All mandatory features (where applicable)	1 feature	1 feature
Major development	All mandatory features (where applicable)	2 features	2 features

The policy requires that biodiversity features selected to secure the required points for an application are clearly demonstrated on related landscape/elevations plans submitted as part of the application. Requirements/design specs. The biodiversity points list is included below, however, the intention is for this to be kept as a 'live list' updated and/or added to throughout the lifetime of the Local Plan, therefore, the Green Infrastructure and Biodiversity Technical Advice Note should be referred to for the most up-to-date version where appropriate (along with additional guidance on the requirements of the list).

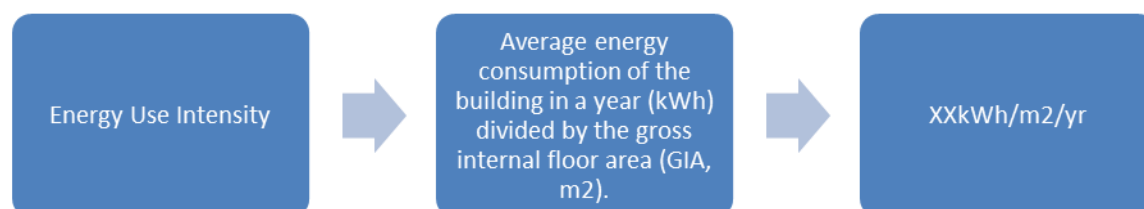
Biodiversity feature	Priority areas in Oxford	Additional details to be provided in Technical Advice Note
Pot 1: Mandatory requirement - Household/Minor/Major		
At least one swift box or swift brick	If within an identified swift hotspot	Mapping and general guidance on location/maintenance of boxes
At least one bat box	If within 200m of rivers/ woodland	Mapping and general guidance on location/maintenance of boxes AND licensing requirements
Pot 1: Mandatory requirement - Minor/Major		
At least one bird box per dwelling (resi) or per 1000m2 footprint (non-residential), including consideration of building-dependent species.	City-Wide	General guidance where needed.
At least one bat box for every five dwellings (resi) or per 2000m2 footprint (non-residential)	City-Wide	General guidance where needed.
Choose two of the following: insect hotel, planting for pollinators, night-flowering species	In valuable areas/corridors identified in the TAN	Mapping and general guidance on species choice
Pot 2: Shelter and movement features for wildlife		
Hedgehog highways in new boundary fencing	City-wide	General guidance where needed.
Reptile hibernacula in suitable location	City-wide	General guidance where needed.
Amphibian hibernacula in suitable location	City-wide	General guidance where needed.
At least one insect hotels per dwelling	City-wide	General guidance

(residential) or per 1000m2 footprint (non-residential)		where needed.
Provision of at least one dark corridor through the site	City-wide	General guidance where needed.
Pot 3: Supporting landscape features for wildlife		
An appropriate amount of the trees and bushes on the site bear fruit/ berries and/or nuts	City-wide	General guidance where needed.
An appropriate amount of vegetation provides a range of food and host plants for local invertebrate populations	City-wide	General guidance where needed.
Suitable size freshwater pond(s) designed to support aquatic species (no fish or invasive plant species)	City-wide	General guidance where needed.

APPENDIX 5 – CARBON/RESOURCES

APPENDIX 5.1 - WORKED EXAMPLE OF POLICY R1

The following sets out a worked example of the key requirements for Policy R1, additional expanded guidance will be set out in the Energy and Carbon Technical Advice Note.



1. Determine the Gross Internal Floor Area of the proposed new dwelling (m2):

- Measure the internal floor area of all the enclosed spaces within the building in m2.

2. Determine the average annual energy demand for the building:

- Determine the overall energy demand after one year in kWh.
- This calculation will need to be informed by modelling software using a Council approved methodology that helps to predict how the building will operate. It takes into consideration various factors influencing the energy demand once in operation, such as:
 - The form of the building (its shape), as well as the layout and orientation;
 - The specifications of the fabric of the building including type of materials and their thermal efficiency (the U values) etc.
 - Energy demands from regulated loads and unregulated loads e.g. energy used for lighting, cooking, washing, drying, IT equipment, lighting, audio/visual, other appliances.
 - Average number of occupants and typical occupant behaviour – this is likely to differ between residential and non-residential buildings.
 - External factors like typical climate and solar gain.
- Informed by the above, a projection of average energy consumption can be determined (though it will likely be subject to some uncertainties). Some methodologies may look to produce several scenarios with varying certainties.

3. Calculate Energy Use Intensity (EUI) for the proposed development:

- Using the outputs of the previous steps, the Energy Use Intensity for the building can be calculated as follows:

Average annual energy demand
For example: 3325 kWh per year

÷

=

Energy Use Intensity
35 kWh/m2/yr

Gross Internal Area (GIA)
For example: 95 m2

4. Calculate space heating demand for the proposed development:

- A highly efficient building fabric will help to secure a lower space heating demand for the building, as well as other factors such as ensuring an efficient building layout, orientation, and maximising solar gain during winter months.
- Related to heating considerations, remember to ensure no fossil fuels are used in the building and that different types of heating technologies will have varying benefits - e.g. some are more energy efficient than others. There may be opportunities to connect into communal or district heat networks also.

5. Net zero building in operation should match average annual energy demand through renewable energy generation, ideally generated onsite:

- If the average annual energy demand for the building is 3325 kWh per year, then this needs to be matched by an appropriate level of renewable energy provision.
- If installing residential 450W solar panels with capacity to produce approximately 425kWh per year each (subject to factors like orientation, tilt, and shading), then an appropriate number of panels needed can be worked out as follows:

Average annual energy demand
For example: 3325 kWh per year

÷

Solar panel with average annual
generating capacity of **425kWh**

=

Requirement of 8 solar panels
to match annual energy demand
(7.8 panels rounded up)

6. Compare the building's performance to the targets set in Policy R1:

- Refer to the targets set out in Policy R1 – note that whilst the space heating demand target is the same across all development, residential and non-residential development is subject to differing Energy Use Intensity targets.
- If the Energy and Carbon statement (with reference to relevant evidence such as energy performance modelling) can demonstrate that the building will perform at or below the policy targets – the relevant criteria in Policy R1 are considered met.
- If the performance does not meet the policy targets – e.g. EUI or space heating demand exceeds Policy R1 criteria, or onsite energy generation does not match total energy demand. Various options should be explored, which could include but are not limited to:
 - Revisit the energy hierarchy and look for opportunities to revise design e.g:
 - Can layout be altered or more efficient materials to reduce energy demand for heating (and by extension overall energy demand)?
 - Can more efficient technologies be utilised in the operation of the building?
 - Can roof space and rooftop equipment be reorganised to accommodate additional pv provision, or are there opportunities to explore provision on neighbouring buildings?

7. Determining offsetting payment meet policy requirements as a last resort:

- If, after exploring all options for maximising provision, renewable energy generation cannot be provided to sufficiently match the development's average annual energy demand, the deficit in provision can be addressed via payment into energy offsetting fund.
- An S106/developer contribution will be agreed and the process for determining the amount of this contribution. Costs figures will be kept updated regularly to keep up with inflation and applicants will need to refer to the current pricing which will be published on the website.

APPENDIX 5.2 - ADDITIONAL EXTERNAL GUIDANCE ON NET ZERO CARBON DESIGN

Guidance around designing buildings to net zero carbon standards is constantly evolving, however, there are a number of useful resources that can support applicants in designing buildings in ways that reduce their carbon footprint. Whilst the following are not Council resources and should be treated as independent, the below is a list of some external reference sources which may be helpful in implementing the requirements of policies R1, R2 and R3 of chapter 5:

- Low Energy Transformation Initiative (LETI)
- UK Green Building Council (UKGBC)
- Royal Institute of British Architects (RIBA)
- Climate Change Committee
- Historic England -- retrofit and energy efficiency guidance for historic buildings
- UK Net Zero Carbon Buildings Standard

A fuller list of guidance will be kept updated within the Energy and Carbon Technical Advice Note.

APPENDIX 6 – DESIGN AND HERITAGE

APPENDIX 6.1 - CONSERVATION AREAS

Oxford has 18 Conservation Areas at present. They include a diverse range of qualities from the compact college environment found in the city centre, the open green space found in the Headington Hill Conservation Area, to the vast meadows in Wolvercote and Godstow. See all conservation areas on a map. Architectural styles and landscape qualities are diverse, but they all have the common element of containing features that contribute to our historic past. It is the protection of these elements that need to be properly managed, ensuring future generations will value and enjoy their special qualities. Oxford's Conservation Areas:

- Bartlemas
- Beauchamp Lane
- Binsey
- Central (University and City)
- Headington Hill
- Headington Quarry
- Iffley
- Jericho
- Littlemore
- North Oxford Victorian Suburb
- Old Headington
- Old Marston
- Osney Town
- Oxford Stadium, Sandy Lane
- St Clement's and Iffley Road
- Temple Cowley
- Walton Manor
- Wolvercote with Godstow

APPENDIX 6.2 - HEALTH IMPACT ASSESSMENT PROCESS

Health Impact Assessment

A Health Impact Assessment (HIA) is a tool used to identify the health impacts of a plan or project and to develop recommendations to maximise the positive impacts and minimise the negative impacts, while maintaining a focus on addressing health inequalities. By bringing such health considerations to the fore, HIAs add value to the planning process.

When is a Health Impact Assessment required?

Policy HD7 requires that a HIA is undertaken for major development proposals (e.g. 10 or more dwellings or 1000m² or more of non-residential development).

How to undertake a Health Impact Assessment?

The Council recommends that applicants refer to the Health Impact Assessment toolkit created by Oxfordshire County Council for resources and guidance on completing a HIA,

which is available on their website¹. The scope of the assessment, extent of stakeholder engagement, as well as use of alternative HIA methodologies should be discussed and agreed with the relevant case officer to ensure a proportionate approach to the HIA is taken.

Whilst the specific details of what to include in the HIA will vary with the nature of the development, the HIA methodology should usually be structured into five key stages, which are outlined in greater detail in the Oxfordshire HIA toolkit:

- 1) Description of the proposed development;**
This will need to include a description of the physical characteristics of the site of the proposed development site and surrounding area, including the current use.
- 2) Identification of population groups affected by the development;**
Most proposals will not affect all individuals or groups across a community in the same way, so consider which groups of the existing population would be affected by the proposed development.
- 3) Identification of geographical area and associated health needs and priorities;**
Identifying localised health priorities will enable a HIA to focus on the key issues for a particular location of a development, ensuring any HIA submitted to a Planning Authority is targeted and appropriately scoped so that it provides the most benefit. The expectation set out in Policy HD7 is that analysis on health trends set out in the HIA is supported by appropriate evidence/data - for example from local health statistics.
- 4) Assessment of health and recommendations; and**
A series of assessment tables should be completed for each of the health priorities identified as relevant to a proposed development guiding the reader through the process of establishing a baseline of the existing situation, building an evidence base around health impacts associated with a health priority, and identification of likely effects (positive and negative), and the population groups likely to experience these effects. The policy requires that mitigation measures are identified that can address any identified negative effects and these should be presented as part of this assessment.

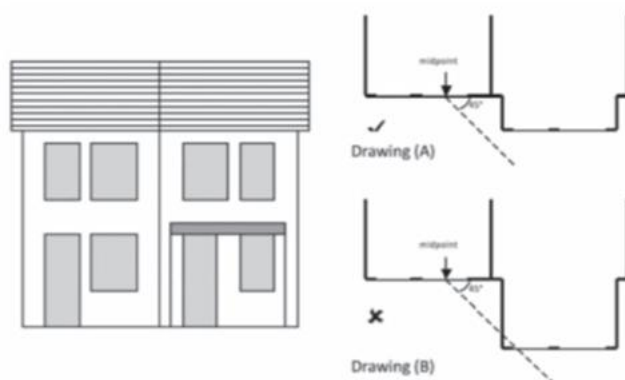
Typical health priorities likely to be affected by a proposed development could include: Housing, Physical activity, Healthy food environments, Air quality, Noise, Traffic and Transportation, Crime and anti-social behaviour, Economy and Employment, Education and Skills, Local natural environment and access to green spaces, and Access to Services.
- 5) Monitoring.**
The HIA should set out where the applicant will undertake monitoring in relation to the findings of the HIA. These should be linked to the proposed mitigation measures identified to address negative impacts from the development identified by the assessment and be S.M.A.R.T.

Please refer to both our [Technical Advice Note](#) and the online [Oxfordshire Health Impact Assessment Toolkit](#) for further information on how to complete a thorough HIA for major development in Oxford.

APPENDIX 6.3 - PRIVACY, DAYLIGHT AND SUNLIGHT: THE 45 AND 25 DEGREE GUIDELINE

Many factors are significant in assessing whether new dwellings will enjoy adequate sunlight and daylight, both internally and externally, and the same factors must be taken into account when assessing the impact of new development on existing dwellings. Reflected light and the amount of sky visible affect daylight within a room or garden. Applicants must consider the function of the room or that part of the garden, and also whether other windows serve the affected room. Existing features including boundary walls, trees, proposed buildings and any change in ground level between sites are all relevant factors that also need to be taken into account. Applicants must also consider the impact on outlook - it is important not to create conditions that are overbearing (oppressive or claustrophobic) for existing or future occupiers. While development proposals will be considered in the light of these factors, as a guideline to assess their impact on daylight, sunlight and outlook, the City Council will use the guidelines illustrated below. In normal circumstances, no development should intrude over a line drawn at an angle of 45° in the horizontal plane from the midpoint of the nearest window² of a habitable room and rising at an angle of 25° in the vertical plane from the sill. If a main window to a habitable room³ in the side elevation of a dwelling is affected, development will not normally be allowed to intrude over a line drawn at an angle of 45° in the vertical plane from the sill.

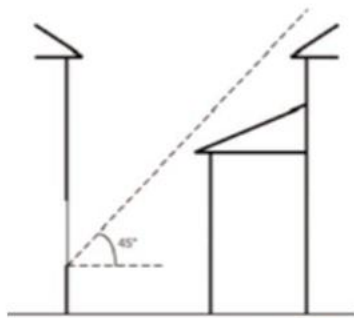
Example 1 A single storey extension as shown below is generally acceptable if the projection is limited as shown in Drawing (A). It may not be acceptable if the projection intrudes beyond the 45° line as shown in Drawing (B)



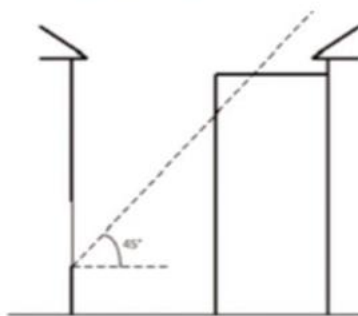
Example 2 If the 45° rule is broken, generally the proposal will still be acceptable if the line drawn outwards at 45° is tilted upwards at 25° from the sill level, and is unbroken by the highest part of the extension. This is shown as Drawing (C). The example shown as Drawing (D) is unlikely to be acceptable.



Example 3 If a main window to a habitable room in the side elevation of a dwelling is affected, development will not normally be allowed to intrude over a line drawn at an angle of 45° in the vertical plane from the sill.



Drawing (E) Cross-section
showing side elevations



Drawing (F) Cross-section
showing side elevations



APPENDIX 7 – COMMUNITIES

APPENDIX 7.1 - MARKETING EXPECTATIONS

A property should be marketed for its existing use as a public house or live performance venue for a minimum period of at least 12 months, or for any other cultural or visitor attraction for its use or a use that meets similar needs.

The applicant should then submit a supporting statement to accompany a planning application for a change of use that contains evidence to confirm the length of time the site has been marketed for; details of the agent used; information to show where this marketing has taken place for example in the local press, through signs on site, on the internet and/or in journals or publications used by the trade.

The statement needs to confirm the price the property was advertised for to show that it has been pitched at a 'reasonable' rate to generate interest from potential operators. Finally there needs to be a summary of the interest received and the reasons why offers have not been accepted.

APPENDIX 7.2 - TRANSPORT ASSESSMENTS

Where a Transport Assessment (TA) is required for a development proposal, it should be submitted alongside the planning application. The City Council may agree to the scope of TA being reduced if the development proposal is in a suitable location and in line with planning policy. TAs should address the desirable modal split and provide for a package of measures designed to reduce the role of car travel to the site. If the potential modal split is difficult to predict, the TA will need to consider whether and how far it may vary. The TA should be easy to understand for non-technical people.

Thresholds

The Transport Assessment of a proportionate level of detail will generally be required if the development:

- a. is likely to generate car traffic, particularly at peak times, in an already congested or heavily trafficked area;
- b. is likely to introduce a new access or additional traffic (any mode) onto a trunk road or other dual carriageway;
- c. is likely to generate significant amounts of traffic;
- d. is for a new or expanded school facility; and
- e. would be refused on local traffic grounds but where mitigation measures can be implemented to overcome any adverse impacts;
- f. A detailed TA will be required for developments likely to generate in excess of 10 freight or 200 vehicle movements a day.

Proposals over 500m² or which may generate over 100 vehicle movements or 5 freight movements per day will require at least a transport statement. For residential development in Oxford, this equates to developments of 20 dwellings or more.

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All TAs and TSs must include a non-technical summary and must address:

- a. location and layout including access and egress points;

- b. size, in terms of site area and floorspace per activity; and/or number of dwellings and number of bedrooms per dwelling; and use of the site eg. staff, students, patients, visitors;
- c. proposed uses and activities; and
- d. issues such as timing and type of access requirements

Where a detailed TAs is required, this must additionally address the following:

- a. Potential travel characteristics: accessibility by all modes and predicted modal split. TA should consider ease of access and catchment areas by travel-to-site times for each mode.
- b. Measures: influencing travel patterns and minimising the need for parking using measures to improve access by walking, cycling or public transport in order to minimise non-essential car travel. TA should consider appropriateness of location, scale, density and uses of the site and development.
- c. Impact appraisal and mitigation: maximising accessibility by sustainable transport modes such as through minimising prominence of car parking, management of access and parking, and organisational policies. TA should determine whether the development is acceptable or not in terms of the transport impacts, and propose measures to mitigate the impacts in terms of accessibility, integrating modes of travel, reducing environmental impact and promoting safety.

APPENDIX 7.3 - TRAVEL PLANS

If a Travel Plan (TP) is required for a development proposal, it should be submitted with the planning application.

Thresholds

Tps must be submitted alongside planning applications if the development:

- a. is likely to generate significant amounts of travel in or near the city centre air quality management area (AQMA);
- b. is for new or expanded school facilities; and
- c. would be refused on local traffic grounds but where the TP sets out to overcome any adverse impacts.

Proposals over the following thresholds will require a TP:

Food retail	1,000m ²
Non-food retail	1,000m ²
Leisure	1,000m ²
Cinemas and conference facilities	1,000m ²
Stadiums	1,500 seats
Offices	2,500m ²
B2 industry	5,000m ²
B8 distribution and warehousing	10,000m ²
Hospitals	2,500m ²
Higher and further education	2,500m ²

Tps must recognise the potential for modal shift and therefore the early stages of the TP are likely to focus on those car drivers “most able” or “most likely” to change their mode of travel. This does not mean that other categories should be neglected. Greater effort in terms of more measures will be needed in the longer term to address the needs of those less likely to switch from driving.

The reasons for car use, the distances travelled, and from where journeys start, and finish must be assessed. There are many ways that information could be assessed and represented in the TP.

For example, on a proposal to expand an existing site, surveys of current staff would be useful. For a relocated organisation, current staff surveys could indicate travel habits at the new site. An isochrone map can be useful in indicating distances from a site, accessibility by various modes, or potential catchment areas.

Modal split targets are normally displayed as percentages. However, this does not address the issue of rising staff numbers for example, and over time may in fact hide an increase in the number of cars being brought to a site. Targets should be stated as actual numbers as well as percentages.

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There is no right or wrong way to present a useful and effective TP. However, the following guidelines should be considered:

Background:

Information about the organisation must be stated clearly, including:

- a. Staff details such as numbers (for example, full-time/part-time, staff on payroll/fulltime equivalents⁴), times of travel (for example, Monday to Friday at 9am and 5pm or shift pattern), where they travel from, and how they currently travel;
- b. Site assessment including current access and egress (pedestrian/cycle/vehicular) into and within the site, cycle facilities, accessibility by public transport, accessibility of nearby shops and services, and car parking;
- c. Assessment of non-staff travel (for example, visitors, deliveries, fleet vehicles);
- d. Attitudes of staff towards travel to and from the site and towards their travel needs.

Objectives:

The statement of objectives should identify the motivation behind the TP and clearly state its purposes. (For example, reasons for a TP include reductions in car usage (especially single occupancy journeys at peak times), and increased use of walking, cycling and public transport). It may be relevant to address:

- a. Reducing traffic speeds, improved road safety and personal security (especially for people on foot or cycle); and
- b. More environmentally friendly delivery and freight movements, including home delivery services.

Measures:

The TP must identify what needs to be done to achieve its objectives and what measures need to be implemented.

Targets:

Targets must be specific, measurable, realistic and split into identifiable time frames based on the short term, medium term and long term and preferably dated by month and year.

Monitoring and Review:

The effects of TPs must be monitored, and they must state clearly how monitoring will take place (for example by stating what will be monitored by whom and when). Baseline data must therefore be provided (for example, as part of the background information). The outcome of monitoring may suggest that a review of the measures and/or targets is necessary. (For example, it is not necessarily a bad thing to discover through monitoring that a measure is no longer feasible, but new measures will then need to be set to meet the objectives of the TP.)

Enforcement:

The TP must set out arrangements for appropriate enforcement action in case agreed targets are not met.

APPENDIX 7.4 - CYCLE AND POWERED TWO WHEELER PARKING STANDARDS

Cycle Parking Standards:

Residential:

Houses and flats up to 4+ bedrooms 2 spaces per bedroom
HMO 1 space per bedroom
Student Accommodation 1 space per study bedroom

Non – Residential: Minimum cycle parking standards

B2 General Industrial.	1 space per 175sqm for staff and 1 space per 250sqm for visitors
B8 Storage.	1 space per 250sqm for staff and 1 space per 500 sqm for visitors.
C1 Hotels.	1 cycle space per 5 car-parking spaces provided or 1 space per 5 non-resident staff plus 1 space per resident staff, whichever is greater.
C2 Residential Care Homes	0.5 spaces per bedroom available to residents, visitors, and staff.
E Commercial, Business and Services - Shops and retail.	1 space per 50sqm for staff and 1 space per 50sqm for customers.
E Commercial, food retail (supermarket)	1 space per 50sqm for staff and 1 space per 50sqm for customers
E Commercial, Business and Services – Financial and Professional Services.	1 space per 100sqm for staff and 1 space per 250sqm for visitors
E Commercial, Business and Services – food and drink (mainly in premises) i.e. restaurants and cafes.	1 space per 4 staff and 1 space per 25sqm for customers.
E Commercial, Business and Services – office, research and development and light industrial process.	1 space per 100sqm for staff and 1 space per 250sqm for visitors.
E Commercial, Business and Services – Non residential institutions (medical or	1 space 50sqm or 1 per 30 seats capacity. Plus 1 space 5 per employees.

health services, creches, day nurseries and centres.	
E Commercial, Business and Services – Assembly and Leisure (indoor sport, recreation or fitness, gyms).	1 space 50 sqm or 1 per 30 seats capacity. Plus 1 space 5 per employees.
F.1 Non-residential institutions (education, art gallery, museum, public library, public exhibition hall, place of worship, law courts, and other than primary/junior schools, senior/secondary schools and non-residential higher/further education).	Staff provision 1 space per 20 staff. Students; 1 space per 10 students.
F.1 Primary/junior schools	1 space per 5 pupils, plus 1 space per 3 staff.
F.1 Senior/secondary schools	1 space per 2 pupils, plus 1 space per 3 staff.
F.1 Non-residential higher/further education	1 space per 2 students (based on anticipated peak number of students on-side at any one time), plus 1 space per 5 staff.
F.2 Shop no larger than 280sqm (selling mostly essential foods and at least 1km from another similar shop); community hall, outdoor sport/ recreation area, indoor or outdoor swimming pool, skating rink.	1 space per 50sqm for staff and 1 space per 50sqm for customers.
Sui Generis, Public House, wine bar, drinking establishment	1 space 4 staff and 1 space per 25sqm for customers.
Sui Generis, Hot Food Takeaway.	1 space 4 staff and 1 space per 25sqm for customers.
Sui Generis, Cinema, Concert Hall, Bingo Hall, Dance Hall, Live Music venue.	1 space per 20sqm for staff plus visitor / customer cycle parking.

Other developments . . . To be treated on their individual merits, guided by the general principle of 1 space per 5 people

Cycle parking provision should be made on the site. If there is a shortfall of on-site parking provision, a contribution may be sought towards off-site cycle parking or associated facilities, based on the standards set out in this appendix.

The standards will be applied to ensure that there would be adequate provision if permitted development were carried out, unless applicants are willing to accept a condition restricting their permitted developments rights in this respect.

The reference to staff should be taken to mean the peak number of staff expected to be onsite at any one time, whether part-time or full-time.

The standards are intended as minimum standards for new development and where appropriate, change of use. One space means that one cycle can be secured. A bike stand, for example a Sheffield style stand, can provide two cycle-parking spaces.

Cycle parking should be future proofed to ensure that the infrastructure to support the charging of electric cycles is supported.

Powered Two Wheeler Parking Standards:

Residential 1 space per 5 dwellings
 Non-residential developments . . . 1 space per 400m² up to 2000m², 1 space per 1000m² thereafter

APPENDIX 7.5 - SHOWER, CHANGING ROOM AND LOCKER FACILITIES PROVISION IN COMMERCIAL/NON RESIDENTIAL DEVELOPMENT

The City Council will seek the provision of shower, changing and locker facilities in commercial/non residential developments on the following basis:

- Office . . . 1 shower per 500m² up to 1000m², 1 shower per 4,000m² thereafter
- Warehousing and retail warehousing . . . 1 shower per 5,000m² up to 10,000m², 1 shower per 8,000m² thereafter
- Other . . . 1 shower per 2,500m² up to 10,000m², 1 shower per 4,000m² thereafter

The application of these standards will be subject to the merits of each proposal. Except where specified, all areas quoted refer to gross floor measured externally, i.e. where proposals are submitted to extend, consolidate or reconfigure an existing site, these standards may be applied to the site as a whole rather than just the additional floor space, to ensure adequate provision on site.

APPENDIX 7.6 - VEHICULAR PARKING STANDARDS

Vehicular parking standards:

Policy C8 sets out Oxford City Council's policy on providing parking for new residential developments. The standards below should be read alongside Policy C8 and the supporting text.

Any dwellings* 1 space per dwelling (may be allocated or unallocated) to be provided within the development site

Houses in Multiple Occupation Parking standards to be decided on a case-by-case basis.

Wheelchair accessible or adaptable houses and flats . . . 1 space per dwelling, to be provided on-plot must be designed for wheelchair users in accordance with Part M of Building Regulations)

Retirement homes 1 space per 2 residents' rooms
 Sheltered/extra care homes 1 space per 2 homes plus 1 space per 2 staff
 Nursing homes 1 space per 3 residents' rooms plus 1 space per 2 staff
 Student accommodation 0 spaces per resident room. Operational parking and disabled parking to be considered on a case-by-case basis in accordance with Policy H8.

*Any parking provided on plot to be excluded from a permit for any future CPZ and only 1 permit to be provided per dwelling on street when not provided on plot.

Disabled Parking/Blue Badge Holders:

On developments of 4 or more homes, wheelchair accessible or adaptable homes should provide dedicated space for blue badge holders/disabled parking, irrespective of location. On sites of 20 or more homes blue badge holders/disabled parking should be provided for at

least 5% of dwellings. Disabled parking should have level access to, and be within 50 metres of, the building entrance which it is intended to serve.

Low car parking standards for working drivers, pooled cars/car clubs and visitor spaces:

0.2 car parking spaces per 20 units should be provided on site for working drivers, service and delivery vehicles, pooled cars/car clubs and visitor spaces. For sites which are constrained evidence must be submitted to satisfy the local planning authority as to why this threshold should be reduced.

Non-residential development:

Existing employment uses No additional increase in parking spaces
All other uses . . . To be determined through pre-application meetings/planning applications in the light of their Transport Assessment and Travel Plan

Local Plan 2045 - Monitoring Framework

The table below sets out the proposed approach Oxford City Council will take to monitoring the effectiveness of the Local Plan, as well as its impacts in line with the requirements of Sustainability Appraisal combined with Strategic Environmental Assessment. The approach to monitoring is broken down into two key reporting areas which are separated under each of the themes of the Local Plan. It is envisaged that certain elements of monitoring will be undertaken annually and reported upon in the Authority Monitoring Report (AMR) or the Infrastructure Funding Statement (IFS). The second element of the framework addresses longer-term trends which the Council intend to monitor but would be reported upon less frequently because of the increased resource demand or due to monitoring data being available less frequently and these link to environmental standards set out in our Sustainability Appraisal.

Whilst the details set out below highlight the priority monitoring the Council will seek to report upon within the AMR on a regular basis, there are often other mechanisms for monitoring the impact of other Local Plan policies which are not touched upon below. These include other data collection methods and reporting mechanisms such as where developments need to meet legal duties required as part of environmental health/ sustainability responsibilities (e.g. in relation to contaminated land, air quality, biodiversity net gain).

Local Plan Theme	Monitoring of Local Plan 2045 outcomes (every year)	Key Policies	Longer term monitoring of sustainability outcomes	Related SA/SEA topic
A healthy inclusive city to live in	Cumulative requirement and cumulative supply, including 5YHLS.	H1 – Housing requirement	Change in population / households	Local housing needs

	<p>Net completions including:</p> <ul style="list-style-type: none"> - Affordable housing (including employer linked) - Student - Care - Other communal - Self- build/ community led housing <p>Applications permitted for:</p> <ul style="list-style-type: none"> - Affordable housing (including employer linked) - Student - Care - Other communal - Permanent/transit residential pitches or plots - Residential moorings on Oxford's waterways - Boarding school accommodation - Self- build/ community led housing - Houses in Multiple Occupation 	<p>H1 – Housing requirement</p> <p>H2 – Delivering affordable homes</p> <p>H3 – AH Contributions from Other Development Types</p> <p>H4 – Employer linked affordable housing</p> <p>H6 – Development involving loss of dwellings</p> <p>H7 – Houses in Multiple Occupation</p> <p>H10 – Homes for travelling communities</p> <p>H11 – Homes for boat dwellers</p> <p>H12 - Older persons and other specialist accommodation</p> <p>H13 - Self-build and custom housebuilding</p> <p>H14 – Boarding school accommodation</p>	N/A	<p>Inequalities</p> <p>Local housing needs</p>
	<p>Applications permitted for student accommodation and redeveloped or refurbished academic research or administrative accommodation</p>	<p>H8 – location of new student accommodation</p> <p>H9 - Linking new academic facilities with the adequate provision of student accommodation</p>	N/A	<p>Local housing needs</p>

A prosperous city with a globally important role in learning, knowledge and innovation	Net completions including <ul style="list-style-type: none"> - Employment generating uses Applications permitted including: <ul style="list-style-type: none"> - Employment generating uses 	E1 - Employment strategy E2 – Warehousing, Storage and Distribution Uses	Change in floorspace including employment generating uses	Economic growth
	Number of Community Employment and Procurement Plans (CEPPs) secured	E3 – Community Employment and Procurement Plans	Number of skills and employment opportunities secured for local residents in priority areas Percentage or amount (£) spent locally (i.e. money that supports the local economy)	Economic growth
	Number of Affordable Workspace Strategies secured	E4 – Affordable Workspace	Amount of affordable workspace floorspace delivered	Economic growth
	Applications permitted for short stay accommodation	E5 – Hotel and short stay accommodation	N/A	Economic growth
A green biodiverse city that is resilient to climate change	Applications permitted on protected green space	G1 – Protection of the GI network	N/A	Efficient use of land, Leisure
	Biodiversity net gain being delivered in the city	G4 – Delivering mandatory gains in biodiversity	Change in area (ha) in areas of biodiversity importance & Condition of SSSIs, integrity of SACs	Biodiversity
	Applications permitted against Environment Agency flood risk advice	G7 – Flood risk	Change in no. homes in flood zone 3	Climate change resilience
A city that utilises its resources with care, protects the air, water and soil and aims for net zero carbon	S106 contributions secured and proportion of fund spent against climate change offsetting fund	R1 – Net zero buildings in operation	Change in per capita CO2 emissions	Carbon emissions
	Air quality progress: NOx, PM10, PM2.5	R4 – Air Quality Assessments and Standards	N/A	Transport and air pollution
	N/A	R5 – Water Resources and Quality	% river length assessed as fairly good or very good for chemical quality and biological quality	Water

	Applications permitted on protected peat reserves	R6 – Soil quality	N/A	Efficient use of land
A city of culture that respects its heritage & fosters design of the highest quality	Applications permitted that result in the loss of listed buildings, registered parks and gardens, scheduled monuments	HD3 – Designated Heritage Assets (Conservation areas Listed buildings, Registered Parks and Gardens, Scheduled monuments)	Updates on how the City Council is managing its conservation areas. Change in no. heritage assets at risk	Urban design and heritage
	N/A	HD7 – Health Impact Assessment	Index of Multiple Deprivation & Health dimension of Index of Multiple Deprivation	Inequalities
A Liveable City with Strong Communities and Opportunities for All	Class E % share of total use classes Footfall statistics within the city centre, district centres, and local centres (where data available)	C1 – City, District and Local Centres C2 - Maintaining vibrant centres	N/A	Economic growth
	Applications permitted for new community spaces, cultural venues and visitor attractions	C3 - Protection, alteration and provision of local community facilities C4 – Protection, alteration and provision of learning and non-residential institutions C5 - Protection, alteration and provision of cultural venues and visitor attractions	Significant new community assets, cultural venues and visitor attractions	Services, facilities and infrastructure Leisure
			Modal split of journey in Oxford	Traffic and air pollution