

Barton Area Action Plan Proposed Submission

Draft for Council

December 2011



Contents

Foreword	
Section 1 Introduction	
1.1 Scope and content of the Barton Area Action Plan	
1.2 Using this document	
Section 2 Spatial vision	
Section 3 Objectives	
Section 4 Area Action Plan boundary	
Section 5 Integration with surrounding areas and the rest of Oxford	
5.1 Transforming the A40 ring-road	
5.2 Integration with Barton	
5.3 Sustainable travel	
5.4 Vehicle access	
5.5 Pedestrian and cycle links	
Section 6 A vibrant, vital, inclusive and mixed new community	
6.1 Housing mix	
6.2 Affordable housing	
6.3 Local centre	
6.4 Multi-purpose community hub	
Section 7 Innovative and responsive design	
7.1 Sustainable design	
7.2 High quality design	
Section 8 Implementation and delivery	
8.1 Delivery	
8.2 Flooding	
8.3 Sustainable Urban Drainage Systems	
8.4 Water supply and waste water drainage	
8.5 Land remediation	
8.6 Sidlings Copse and College Pond SSSI	
Section 9 Regeneration in Barton and Northway	
9.1 Place, infrastructure, people and economy	
Annex 1 Supporting information for planning applications	
Annex 2 Changes to the Oxford Proposals Map	
Annex 3 Monitoring framework	
Annex 4 The Land at Barton and its surroundings	
Annex 5 Glossary	
Annex 6 Background documents	

The maps and illustrations in this document have been prepared by LDA Design, with the exception of Illustrations 9a and 9b which have been prepared by WSP.

Foreword

Oxford badly needs more homes.

The city has a vibrant economy: a world-class knowledge-based sector centred on two leading universities and medical research, a large visitor economy and an important manufacturing sector. Housing demand – whether it is market or affordable – exceeds supply, placing a severe strain on housing in Oxford.

The 36 hectares known as the 'Land at Barton' is the largest residential development opportunity in Oxford for many years. It is a once-in-a-generation opportunity to provide a large number of new homes and associated facilities in the form of a thriving and vibrant new community that forms part of our city. Plans and policies do not create communities – people do that. But plans and policies have an important role in shaping places, and the shape of places can foster a sense of community among people.

With this Plan we wish to create a place that has its own distinctive identity and is integrated with the communities around it. We also have the opportunity – and responsibility – to plan in such a way that the existing communities close to the development benefit from the changes that take place. This will be through access to new community facilities and other services, better links to the rest of Oxford and to the surrounding countryside, by returning pockets of neglected land to good use and by linking local people to the economic opportunities generated by the new development.

Achieving our objectives will not be easy and we have had to make some difficult choices in drawing up this Plan. We hope that the new community will be a place that we – new residents, neighbouring communities and the rest of our city – can all be proud of for many generations to come.

This Plan has been shaped by extensive consultation with a wide range of individuals, interest groups and organisations. We would like to thank all those who have taken the time to give us their views, but particularly the Barton and Northway Working Group who have provided so much advice.

How to comment on this Proposed Submission document

This Proposed Submission document is the third formal stage in producing the Area Action Plan. Based on technical and financial studies, collaboration with the local community and other stakeholders and responses to consultations on the first two stages of the AAP process during 2010 and 2011, we have produced draft policies on which comments can be made.

The policies have been assessed in a Sustainability Appraisal report that accompanies this document. The technical and financial background studies have also been published.

The period for making comments is ** 2012 to ** 2012.

You can let us have your views by visiting the City Council's website (www.oxford.gov.uk/Barton) or by completing and returning a comment form available from the City Council offices.

Your comments will be considered when we are preparing the formal Barton AAP Submission document. The document is due to be submitted to the Secretary of State in spring 2012 and adopted late 2012. An independent examination will take place in summer 2012 when you can request that the Inspector hears your representation.

Section 1 Introduction

1.1 Scope and content of the Barton Area Action Plan

Oxford City Council has prepared this Area Action Plan (AAP) to guide future development and change associated with new homes proposed on the north-east of the city on land to the north of the ring-road at Barton. The Barton AAP is a statutory Development Plan Document (DPD).

The city-wide planning policies that establish the overall framework for the Area Action Plan are set out in the adopted Local Development Framework (LDF) which includes the Oxford Local Plan 2016 and Oxford Core Strategy to 2026.

The adopted Core Strategy allocates 'Land at Barton' as a strategic location for mainly residential development. Policy CS7 provides for between 800 and 1,200 homes with supporting infrastructure, including a primary school, public open space and access improvements. The Core Strategy confirms that the land will be brought forward through an AAP.

This AAP has a strong emphasis on implementation and delivery. It sets out:

- the vision for the Land at Barton
- how the opportunities presented by the development can be used to ensure that existing neighbouring communities benefit from the changes
- a series of principles and concepts to guide development
- specific policies and infrastructure requirements
- proposals to stimulate regeneration.

The AAP policy framework forms the basis against which future planning applications are judged.

Oxford City Council has prepared this AAP in its capacity as planning authority. The City Council has an ownership interest in most of the Land at Barton, as well as being the housing authority and having regeneration and community development roles. It is important to emphasise that the roles of planning authority and landowner are quite separate. The City Council, as landowner, has formed a joint venture company with Grosvenor Developments Limited to bring forward the site. The company is Barton Oxford LLP; the land has been transferred to the LLP. The joint venture company has taken part in the planning process, but this document sets out, in an appropriate level of detail, the local planning authority's planning policies and proposals for those issues that need to be covered in the AAP.

The contribution of new housing from the Land at Barton and associated regeneration is a key priority for the City Council, fundamental to achieving the objectives of the Oxford City Council Corporate Plan, the Oxford Sustainable Community Strategy and the Regeneration Framework for Oxford to 2026. Alongside the AAP will be Area Regeneration Plans for Barton and Northway. Together, the AAP and the Regeneration Plans will address the Regeneration Framework challenges in terms of 'place and infrastructure' (physical regeneration), 'people' (social) and the economy.

1.2 Using this document

The Barton AAP forms part of Oxford's Local Development Framework. The AAP policy approach comprises the policy boxes, text and appendices set out in this document. The content of this Plan should be read as a whole, with all text considered an integral part of the policy approach.

Different policies in this Plan apply to different areas within the AAP boundary. A number of the policies apply to the whole of the AAP area. Other policies apply just to the strategic development site (the Land at Barton), and not to other development sites that may come forward within the AAP boundary. Where a policy does not apply to the whole of the AAP area, this is explained in the policy itself and/or the accompanying text. In these instances city-wide policies will apply where the policy in this AAP does not. It is important that this document is read alongside policies within the Development Plan as a whole.

A Sustainability Appraisal assessing the significant environmental, social and economic effects of the policies accompanies this document, along with technical and financial background studies.

Section 2 Spatial vision

We have high aspirations for the Land at Barton and its surroundings. Opportunities to comprehensively plan for a new community and to use the development to stimulate regeneration of existing areas are rare in Oxford. The development of the Land at Barton offers an important opportunity to bring maximum benefits to Barton, Northway and Oxford as a whole.

The development of the Land at Barton will reflect Oxford's status as a world-class city and its drive to become a more integrated and sustainable place. High quality and inclusive design will ensure that the development is attractive, usable, durable and adaptable – a place where people are proud to live. Mainly residential, and with efficient use of land providing over 800 new homes of mixed tenure, size and type, it will incorporate the range of land uses that form a complete neighbourhood. The development will be a new piece of the city, distinct from other areas but wholly integrated in the fabric of Oxford. It will have its own identity, with a neighbourhood core and open spaces that link the site together, drawing on the adjoining countryside, Bayswater Brook and the Old Headington Conservation Area to help create its own character.

It will be integrated with the neighbouring communities. The stretch of the ring-road between a new junction and the Headington Roundabout will change in character. Lower speeds and less traffic noise will allow development to front on to the ring-road, reducing its visual dominance and the sense of separation. New development fronting on to the ring-road, Barton Village Road, key open spaces and the countryside will help define and promote a sense of place. Two-sided streets, with new homes facing existing homes, will help integrate old and new. A new linear park along Bayswater Brook, linking to improved public open space in the form of Play Barton in Barton, will incorporate public open space and habitats to enhance local biodiversity. The new development will help people lead healthy lifestyles by encouraging activity and promoting safety.

There will be strong connections between the new neighbourhood and Barton, Northway, Old Headington and the adjoining countryside. Existing footpaths will be enhanced and re-connected and there will be new ring-road crossings for pedestrians and cyclists. A network of pedestrian and cycle connections will link the new community to existing facilities, adjacent areas and other destinations across Oxford. The network will improve access from Barton to Headington and beyond. Access to schools, community facilities and open space will be improved by ensuring that the facilities in the new neighbourhood are accessible to existing communities.

Map 1 shows how the policies in this document combine to form the spatial vision for the strategic development site and its surroundings.

Section 3 Objectives

This Area Action Plan has five inter-linked objectives. These objectives form the basis for the policies set out in this document, and should guide the masterplanning and the preparation and determination of planning applications.

3.1 Deliver a strong and balanced community

- A mix of housing types, sizes and tenures, in the form of good quality and flexible homes for young and old, families and single people, people with disabilities and older people and a significant proportion of affordable housing
- New community buildings designed and managed to deliver an outstanding primary school education alongside a range of social and community uses
- An environment that promotes community safety, healthy living and well-being
- High quality, linked and safe formal and informal open spaces
- Retail facilities at a scale that will support and complement those in Barton, Northway and Headington

3.2 Bring wider regeneration of neighbouring estates

- Safer and easier-to-use cycle and pedestrian access between Barton and the rest of Oxford
- Improved bus connections
- New neighbourhood facilities and services shared by residents in existing and new communities, acting as a focal point for integration
- Pockets of land that are currently under-used or neglected brought back into use
- Job and training opportunities such as building apprenticeships

3.3 Improve accessibility and integration

- Excellent design, making use of the principles of shared space to encourage cycling and walking on all streets in the development and with comfortable, safe and convenient pedestrian and cycle routes, allowing new and existing residents to access and share established and new community facilities
- Improved and additional links across the ring-road, improved connections to places such as Headington and the John Radcliffe Hospital¹ for those currently living in Barton, and better links to the countryside for existing residents in Headington and Northway
- Excellent bus services, with extensions to the existing bus services in Barton and Northway or new frequent and reliable services (or both) connecting the new homes and facilities with neighbouring communities and the rest of Oxford
- Direct vehicle access to the new development from the ring-road, with reduced traffic speeds and therefore noise
- No private car travel between the new development and Northway, and only secondary access through Barton
- New frontages and public open space linking the new neighbourhood to its immediate surroundings and the rest of Oxford

3.4 Encourage a low-carbon lifestyle

- A network of footpaths and cycle ways, with frequent and reliable bus services and easy and convenient access to a range of local services and facilities, to encourage people to walk, cycle and use public transport
- Street design that encourages walking and cycling throughout the development
- New homes and buildings that use energy and water efficiently
- Effective use of renewable and low-carbon energy, with at least 20% of energy needs delivered through on-site renewables or low-carbon energy sources

¹ This hospital occupies a large site just outside the AAP boundary between Headington and Northway. It forms part of the University of Oxford Hospitals Trust.

- Limited car parking to encourage low car use

3.5 Introduce design that is responsive and innovative

- A strong sense of place for the new neighbourhood, with safe, attractive and accessible new buildings, streets and open spaces
- Character strongly influenced by the setting, topography and natural assets of the area and the townscape of Oxford, with linked green corridors including Bayswater Brook providing open space, pedestrian and cycle routes, sustainable drainage, access to the countryside and enhanced opportunities for biodiversity

Section 4 Area Action Plan Boundary

The area covered by the Barton AAP is shown on Map 2 bounded by a solid red line. The boundary has been drawn to include the following areas:

- ⇒ **The strategic development site identified in the Oxford Core Strategy as the 'Land at Barton'**
Shown as the shaded area on Map 3, this 36 hectares of land is where the majority of new development will happen. Most of the Land at Barton is owned by Oxford City Council and has been transferred to Barton Oxford LLP. Within the boundary of the strategic development sites lies 3.9 hectares of land owned by Scottish and Southern Energy (SSE). The electricity substation will remain on site in its current location. The other half of the SSE land is surplus to the company's needs. Though the surplus land owned by SSE is not essential to the development of an integrated new community on the Land at Barton, if the land is brought forward it could help achieve the vision and objectives of this Plan.
- ⇒ **Barton and Northway**
These are the communities that are closest to the new development and which should benefit most from the associated regeneration opportunities.
- ⇒ **Part of Old Headington Conservation Area**
This is an area particularly sensitive to change and in need of specific consideration.

The AAP boundary does not cover the wider area that also needs to be considered, particularly in terms of traffic and/or drainage. This wider area includes Headington, Marston, Old Marston and the villages nearby in South Oxfordshire. However, the evidence that underpins this AAP has considered the potential impacts on these areas and how these should be mitigated. A number of the policies require the developer to demonstrate that there will be no adverse impacts elsewhere as a result of the development.

Section 5 Integration with surrounding areas and the rest of Oxford

It is important that the new neighbourhood is and feels part of Oxford.

The sense of community will be generated by people living in the new and existing homes; the place-shaping policies in this Plan aim to foster a sense of community. The A40 ring-road will be transformed into a street that runs through the city rather than dividing it. There will be new excellent links across the ring-road for pedestrians and cyclists, and improved public transport links. The local centre and community facilities will be easily accessible and new homes will be well related to existing homes in Barton.

5.1 Transforming the A40 ring-road

The A40 ring-road runs immediately to the south of the strategic development site, forming part of the strategic highway network. Our policy for this stretch of the ring-road is crucial to achieving the wider vision and objectives of this Plan.

Comprising dual carriageway with maximum speeds of 70 mph, the ring-road creates a sense of severance and isolation. It forms a noisy barrier physically separating the strategic development site from communities in Northway, Headington and the rest of Oxford. Leaving this stretch of the ring-road as it is would make the integration of old and new much harder to achieve. Making changes offers opportunities to:

- reduce noise levels for existing communities
- make best use of land, by increasing the amount of land available for development
- improve connectivity.

The ring-road will be transformed to ensure that it is no longer a noisy and visually dominating physical barrier that separates Barton and its surroundings from the rest of the city. This will be achieved in the following three ways:

- Traffic speeds will be reduced to a maximum of 40 mph

Lower traffic speeds will reduce noise levels for the new development as well as for those living in surrounding communities. The amount of developable land will be increased by allowing development to take place closer to the ring-road. The lower speeds will allow traffic management measures in the form of a new signal-controlled junction or roundabout on the A40 ring-road and multiple safe and easy-to-use crossings to be provided for pedestrians and cyclists, helping to transform the look, feel and operation of this stretch of the ring-road.

- New residential frontages will be built on the northern side of the ring-road

To ensure that there is no sense of separation between the new neighbourhood and the rest of Oxford, new homes will be built fronting on to the ring-road. There will be a parallel road allowing access to the properties fronting the ring-road. These frontages of new homes will be along the southern edge of the strategic development site (though not necessarily its entire length) and in Barton itself.

Illustrations 1 and 2 show how proposed development could front on to the ring-road on the strategic development site.

- The central reservation along this stretch of the ring-road will be re-landscaped

The central reservation of this stretch of the ring-road is well planted with mature vegetation. This forms another physical – albeit green – barrier between the strategic development site and the rest of Oxford. The planting should be re-landscaped so that it is more in keeping with a street running through the city.

The changes to the ring-road must consider the setting of the Old Headington Conservation Area which lies to the south of the ring-road.

Policy BA1: Transforming the ring-road

Traffic management measures will be put in place and design principles applied to the A40 ring-road between the western approach to the new junction/roundabout and the Headington roundabout to secure a reduction in traffic speeds to a maximum of 40 miles per hour.

Planning permission will only be granted for a layout for the strategic development site that maximises the scope to provide homes fronting the northern side of the ring-road. Such development must not be accessed direct from the ring-road.

The central reservation will be re-landscaped to reduce the density of the existing planting.

Where relevant, development fronting the ring-road and the re-landscaping of the central reservation must consider views in to and out of the Old Headington Conservation Area.

5.2 Integration with Barton

Integration with the existing community in Barton will be a key factor in the creation of a thriving and vibrant new part of the city. New links for pedestrians, cyclists and public transport will help, but integration is not just about better transport connections. The layout of the new development can also help foster integration, by ensuring that new facilities are easily accessible and through the creation of new homes that are well related to existing homes in Barton. There should be active frontages adding to a sense of activity and security in the public realm, and new residential frontages on the strategic development site facing Barton Village Road.

To achieve physical integration, change (or changes) will need to be made to part (or parts) of the area of open green space along the eastern edge of the strategic development site. The area comprises Barton Village Recreation Ground, cultivated and uncultivated statutory allotment land and a nature park. Taken together, the individual areas form a space that could act as a physical barrier between Barton and the new community, limiting both the scope to provide new homes alongside existing homes and options for access between Barton and the new development. Part of the space will be retained for community use; other parts of the space will be developed. Changes will only be permitted to this space if the design and layout helps achieve physical integration. In making the changes, formal public open space of at least the same area and equivalent standard to that which currently exists will need to be provided as part of the development.

The recreation ground – comprising sports pitches, a play area, a club-house and associated car parking – lies in the north-east corner of the strategic development site. A new moveable pavilion was built in summer 2011. To help reduce the barrier effect of the recreation ground by allowing for the creation of new homes well related to Barton Village Road and a new road to connect with Fettiplace Road, the recreation ground will be retained in its current general location but reconfigured to lie east-west, broadly parallel with Bayswater Brook. The new homes could be built with the higher levels of the existing sports pitches retained (with frontages set back from Barton Village Road) or with the level of the sports pitches lowered (with new frontages closer to the road).

Because the recreation ground occupies land raised and levelled using waste materials, some land remediation may be required.

Illustration 3 shows how proposed development could front onto Barton Village Road with the level of the sports pitches retained. Illustration 4 shows the proposed development with the level of the existing sports pitches lowered. Illustration 5 shows the sports pitches reconfigured to lie east-west alongside Bayswater Brook.

Policy BA2: Recreation ground

The planning authority will support the re-orientation of the recreation ground and sports pitches to lie east-west.

Planning permission will only be granted where there is no net loss of land available for open air sport and recreation. Replacement open space of at least the same area and equivalent standard to that which currently exists will be provided as part of the new development.

Just over 4 hectares of the strategic development site is legally protected allotment land. Approximately 3 hectares is let to an allotment association. The rest of the allotment land has been uncultivated for many years and is heavily overgrown. Like the recreation ground, the allotments could act as a physical barrier between the new community, Barton and the rest of Oxford.

To help ensure integration by allowing new residential development alongside Barton, and the creation of frontages along the ring-road to help transform it into a street, all or part of the uncultivated allotments may be replaced elsewhere within the strategic development site with land for community use(s) linked to food cultivation. Alternatively, part or all of the existing uncultivated allotments may be brought back into use in their current location for community-based food cultivation and related education initiatives. The currently cultivated land allotment will be retained. The Secretary of State will have to give consent for the replacement of the uncultivated allotment land.

The potential layout and access routes through this area should be carefully considered to aid the physical integration of the two communities. Depending on the layout of the new development, including vehicle access, there could be some alteration to the edge(s) of the existing allotments.

Policy BA3: Allotments

Development will not be permitted on the land currently cultivated as allotments. Development will be permitted on all or part of the uncultivated allotment land if:

- the design and layout helps achieve the wider integration of Barton and the new community; and
- the uncultivated allotment land that is developed is replaced with land of equivalent area and accessibility for community use(s) linked to food cultivation elsewhere within the development site.

In addition to ensuring that existing formal public open space is replaced as part of the development, adopted city-wide policies require at least 10% of the site area as new public open space on-site. Adopted city-wide policies also acknowledge that larger areas of new development, such as this, do provide opportunities to open up access to off-site areas of green space. The surrounding countryside with its network of footpaths offers such potential, as does Play Barton, which has improved the existing public open space between Bayswater Brook and homes to the north of Stowford Road close to the Neighbourhood Centre in Barton.

Bayswater Brook runs along the northern boundary of the strategic development site. The Brook forms a natural green corridor or link and is designated as a Site of Local Importance for Nature Conservation (SLINC). The Brook will form an integral part of the new development, helping to create a sense of local distinctiveness, softening the edge between the city and open countryside, incorporating flood attenuation measures, and providing different habitats that enhance biodiversity. To make the most of the Brook it will form part of the public realm in the form of a linear park.

The linear park should include clear span links across the Brook to the open countryside and connect with cycleways and footpaths, with a link to open space in Barton, including the Play Barton scheme. To ensure it is safe and well used, the park should be fronted by residential development.

The linear park will replace Barton Village Nature Park. The nature park has relatively low ecological value but does act as informal recreational green space for those living nearby in Barton. Ecological assessments indicate that this area does not need to be protected on the

grounds of biodiversity, especially since opening up or creating alternative areas could provide more valuable replacement areas for wildlife elsewhere in the development.

Illustrations 6 and 7 show how the proposed development could front onto a linear park and Bayswater Brook.

Policy BA4: Public open space

Public open space equivalent in area to at least 10% of the strategic development site will be created. There will be a range of public open spaces, including a linear park along Bayswater Brook which will form the major open space.

The linear park will provide high quality public open space that incorporates safe and attractive cycling and walking routes. These routes should be well linked to the new development, Barton, Play Barton and existing footpaths into adjacent open countryside. Crossings of the Brook should be clear span bridges. Biodiversity interest will be enhanced. Flood attenuation measures may be incorporated within the linear park; the scope for incorporating such measures in the linear park should be investigated by the developer.

The linear park should incorporate access to Bayswater Brook to allow for maintenance by the Environment Agency.

New residential development fronting the linear park must carefully consider its relationship to Bayswater Brook and the adjacent countryside and allow for safe and convenient pedestrian and cycle access to the Brook.

The developer will be required to submit and implement a comprehensive management and maintenance plan for the linear park and other open space.

Map 4 shows existing and planned new green infrastructure.

Map 5 shows where new frontages could be created to link the development to its surroundings.

5.3 Sustainable travel

The new development will be planned to encourage travel to be as sustainable as possible. It will allow those living in the new neighbourhood to minimise their need to travel by car and offer the opportunity to reduce car usage from the surrounding areas. By walking, cycling and public transport, the new neighbourhood will be well connected with surrounding communities and the whole area will be better linked to local centres, places of employment, education and worship, local hospitals, the city centre and the countryside.

Travel will be encouraged to be as sustainable as possible by providing:

- a local centre with a range of facilities and services located in the heart of the new development
- excellent street design and direct, safe and attractive pedestrian and cycle routes, with plentiful and well designed cycle parking located throughout the development and cycle storage for all new homes
- high quality and frequent bus services that connect the new development with Barton, Northway, the John Radcliffe Hospital and other destinations within the city

and by restricting

- car parking to levels in accordance with the standards set out in the Sites and Housing DPD.

The main vehicle access to the development site will be from the A40 ring-road. Secondary all-vehicle access will be between the new development and Barton. Vehicle movements across the ring-road to Northway will be restricted.

Formal car parking controls may need to be implemented in the development and the surrounding areas where necessary.

The layout of the strategic development site will allow for a revised or new bus service connecting Northway, the strategic development site and Barton with other parts of the city. Illustration 8 shows different potential options. The layout and phasing of the development will

include sufficient flexibility to allow for existing bus services to be extended to and from Barton and Northway.

A Transport Assessment will be required alongside the outline planning application to allow the travel impacts on areas including Barton, Headington, Marston, Northway, Old Headington, Old Marston and the surrounding villages in South Oxfordshire to be properly assessed and adequately mitigated.

The City Council supports in principle the idea of a new high-quality rapid transit public transport system put forward in the Oxfordshire Local Transport Plan (LTP3). It could be high quality conventional bus, light rail or guided trolleybus and serve park-and-ride sites and major employment and housing areas. Serving an area of Oxford that LTP3 refers to as the 'Eastern Arc', the service could serve the new neighbourhood and its surroundings. Although currently a long-term aspiration that will depend on feasibility assessments and the availability of funding, it does offer the potential for even better connections in the future.

Policy BA5: Sustainable travel

The street layout and design of the strategic development site and the location of the local centre must be planned to encourage people to walk, cycle and travel by public transport. This will be supported by:

- restricting the amount of car-parking to no more than maximum standards
- linking bus routes within the new development to the wider bus network
- ensuring excellent cycling and walking links from the development across the A40 ring-road.

A Transport Assessment and comprehensive travel plan must accompany the outline planning application. Each detailed planning application/reserved matters application will need to demonstrate how the development will contribute to sustainable travel and the mitigation of any significant traffic impacts if this is shown to be necessary by the Transport Assessment.

5.4 Vehicle access

The approach to vehicle access must strike a balance between encouraging as many people as possible to walk, cycle and travel by bus, the need for the whole area to be more accessible and integrated with the rest of the city, the need to cater safely and efficiently with anticipated traffic levels and the need to minimise additional traffic burdens on roads in surrounding areas.

Three vehicle accesses are proposed.

The primary vehicle access will be directly from the ring-road via an at-grade signal controlled junction or roundabout allowing vehicles to turn left and right in to the development and left and right out. To prevent rat-running, the only vehicle link from the strategic development site to Northway will be for buses and emergency vehicles. Private motor vehicles will not be allowed to use the link between the strategic development site and Northway or to access Northway from this point on the ring-road.

Illustrations 9a and 9b show how the junction/roundabout would work.

Both junction types would incorporate signal controlled crossing provision for pedestrians, cyclists and buses.

For a development of this scale, and to ensure security of vehicle access, additional connection points will be required. The additional secondary access will be from Barton. Two connection points would provide greater flexibility for bus access, and both should allow for bus movements. One vehicle access point should be from Fettiplace Road. This is an existing bus route in Barton and will connect the new development with Barton Neighbourhood Centre. This will form a junction with a new road – the primary street – running from Barton through the new development to the primary vehicle access. The other point of access from Barton should be from Barton Village Road, to the south of the new junction with Fettiplace Road.

The layout and design of the new development must minimise rat-running through and from Barton to the ring-road.

Policy BA6: Vehicle access

The primary vehicle access will be a new signal-controlled at-grade left in/left out, right in/right out junction or roundabout on the A40 ring-road towards the western end of the strategic development site. The new junction or roundabout will incorporate bus and emergency vehicle only movements between the development site and Northway and between the ring-road and Northway.

The junction or roundabout will be designed so that it does not allow access for private motor vehicles into Northway.

Two further all-vehicle access points should be provided, from Fettiplace Road and one other point to the south in Barton on Barton Village Road. Both access points should be capable of accommodating bus movements.

A new road (the 'primary street') will be developed linking the new junction and Fettiplace Road. The road will be designed as part of the development based on low vehicle speeds. It will give priority to provision for walking, cycling and public transport and be designed to accommodate a bus route.

5.5 Pedestrian and cycle links

The ring-road currently imposes a significant barrier for pedestrians and cyclists, with only one existing grade-separated (differing levels) crossing point – a subway to the south of Barton, which provides a link to Headington.

To improve integration and permeability and to promote maximum usage, a network of safe and easy-to-use pedestrian and cycle routes along desire lines is needed to connect the new homes with facilities in the new neighbourhood and link the new development to its surroundings in Barton, Headington, Northway and the countryside beyond Oxford, and to the rest of the city. There will be multiple safe and convenient pedestrian and cycle crossings of the ring-road.

The existing footpath that runs north-south across the strategic development site (and then beyond into the countryside in South Oxfordshire) will be re-connected with Stoke Place, either as a surface level crossing or bridge, linking the footpath with the public bridleway and byway that continues south into Old Headington, along Stoke Place. The re-connected link will provide the new development with a direct pedestrian and cycle route to the shops and other facilities in Headington, the John Radcliffe Hospital and Cheney Secondary School. It will open up access to the countryside in South Oxfordshire for those living in Headington. Stoke Place will need to be upgraded to an appropriate standard, with changes to the surface, thinning of trees and vegetation and installation of sensitive street lighting. The nature of the changes to Stoke Place, together with the design and siting of the crossing, should respect the character of Old Headington Conservation Area.

The new vehicle junction on the ring-road will incorporate pedestrian and cyclist crossing phasing and facilities.

The new development is an opportunity to improve the existing crossing to the south of Barton. This could be in the form of further improvements to the subway or a parallel surface-level crossing.

There could be at least one other new pedestrian and cycle crossing of the ring-road linking the strategic development site with its surroundings. One potential crossing point is from the new development to Foxwell Drive in Northway, which would provide direct access to the wider cycle network and the city centre.

Policy BA7: Pedestrian and cycle links

New direct, safe and attractive cycle and pedestrian links will be provided as part of the strategic development, including:

- re-connecting Stoke Place bridleway with the existing footpath running north-south across the strategic development site
- upgrading Stoke Place to an appropriate standard for a cycle route and footpath and in a manner that is sensitive to Stoke Place's role and character within the Old Headington Conservation Area
- a crossing of the A40 ring-road incorporated within the new junction on the A40 ring-road
- enhancement of the existing crossing between Barton and Headington
- links between the new development and existing rights of way in surrounding countryside
- giving priority to walking and cycling routes within the development, including connections to key destinations such as the local centre, community hub and Barton and the links across the A40 ring-road
- a street network that is designed to be fully cycle and pedestrian friendly.

Map 6 shows how the strategic development site will be accessed by vehicles, pedestrians and cyclists.

Section 6 A vibrant, vital and balanced new neighbourhood

The strategic development site at Barton is the largest residential opportunity in Oxford for many years. It will provide a large number of homes with a mix of different types, sizes and tenures and a range of community and other facilities, to form a complete, thriving and vibrant neighbourhood. Above all, the new neighbourhood must be one which generates a sense of pride amongst those living within and alongside the new homes and across the rest of the city.

6.1 Housing mix

The development will accommodate 800 to 1,200 homes.

To create a balanced new community, the homes must comprise a mix of different types, sizes and tenures suitable for a range of different households, including the elderly and others with specialist housing needs. Homes should be flexible enough to meet the changing needs of residents – sometimes known as 'lifetime homes'. The Lifetimes Homes standard is a widely used national standard that goes further than statutory building regulations. Lifetime Homes specifications ensure that spaces and features in new homes can readily meet the needs of most people, including those with reduced mobility. To promote social inclusion, as far as possible, all of the new homes should be built to the Lifetime Homes standard.

The City Council will refuse planning permission for development that does not achieve an appropriate mix of homes. The mix is broadly in accordance with the approach set out in the Balance of Dwellings Supplementary Planning Document (SPD) for strategic sites, but with a slightly larger proportion of homes with 4 or more bedrooms and a slightly smaller proportion with 1 bedroom. The mix reflects the strong role that family housing can play in integrating new and existing communities. The mix applies equally to the market and affordable housing elements of the development; it will not be acceptable to meet the overall mix requirement but make only smaller units available as affordable housing.

Policy BA8: Housing mix

Planning permission will only be granted for development that delivers a balanced mix of housing suitable for a range of different households, including families, single people, older people and those with specialist housing needs.

Across the strategic development site, the overall balance of the different sized homes should be:

- 1 bedroom – 5-10%
- 2 bedroom – 25-30%
- 3 bedroom – 40-55%
- 4 bedroom or more – 15-20%

This mix applies equally to the market and affordable homes, and must be applied as far as appropriate to all phases of the development.

6.2 Affordable housing

Meeting housing need is a key priority for the City Council. New affordable housing has a vital role to play in delivering sustainable, inclusive, balanced and mixed communities. The new development at Barton is a rare opportunity for the city to provide a large number of new affordable homes.

City-wide policy requires that generally a minimum of 50% of any proposed development is affordable, with 80% of that requirement provided as social rented homes and 20% as shared ownership or intermediate housing. Where viability evidence justifies it, the City Council may set a separate target for a particular site. Any such target must be driven by the need for affordable housing and the likely economic viability of the land in question, taking account of risks to delivery.

Viability testing for the land owned by the City Council shows that 50% affordable housing is not achievable on the strategic development site based on likely infrastructure, land remediation and other costs. The infrastructure costs are substantial and include a new on-site primary school and community facilities, as well as a new junction and crossings on the ring-road. The testing

also shows that a target of 40% affordable housing (all for social rent) is deliverable alongside infrastructure and other costs.

If market conditions improve during the lifetime of the AAP, the initial reduction in the affordable housing target will be recouped by recycling additional funding back into the scheme. This may involve reviewing the percentage target for affordable housing at the start of pre-determined phases or reviewing or recouping any uplift in value at the end of each phase.

The reduction in the affordable housing target relates specifically to the strategic development site. Other sites within the AAP boundary are not subject to the same substantial infrastructure and remediation costs. City-wide affordable housing policy as set out in the Core Strategy (Policy CS24) will apply to all other sites within the AAP boundary.

The expectation is that the affordable housing will be built to at least the minimum Homes and Communities Agency (HCA) standards.

To avoid large areas of the development comprising solely market or affordable housing, the affordable homes should be distributed in an appropriate number of groupings to allow the homes to be integrated across the strategic development site, both spatially and in terms of design.

Given the close proximity of several large public sector employers, housing for key workers could form part of the new development. Any such key worker housing would be additional to the required level of affordable housing

Policy BA9: Affordable housing

Planning permission for the strategic development site at Barton will only be granted for development that provides a minimum of 40% of the proposed homes as affordable housing. The minimum 40% affordable housing will be social rented homes. Any additional affordable housing provided above the minimum 40% may include intermediate homes, shared ownership or affordable rent.

In order to create a mixed and balanced community, not less than 35% affordable housing will be provided in any phase of the development, subject to achieving the overall minimum of 40% across the strategic development site as whole.

The provision of affordable housing must form an integral part of the development and will be clustered within the market housing. Contributions for off-site affordable housing provision will not be appropriate.

The affordable housing should be available to those in housing need in perpetuity.

6.3 Local centre

A local centre will act as a focus for the new community and will add to the range of facilities available to existing communities in neighbouring areas. As such, the local centre has a role to play in both helping to establish the character of the new neighbourhood and in bringing together new and existing residents to help foster a joint sense of community.

The location of the local centre and the range of services and facilities available will reflect this place-shaping role. To ensure good access and connections, the local centre should be at a point where key pedestrian and cycle routes intersect with the primary street.

The scale of new retail development must be appropriate to the role of the local centre and should complement the existing District shopping centre in Headington and the neighbourhood shopping centres in Barton and Northway. The nearest Post Office to Barton and the new development is located on London Road in Headington. The increase in population in this part of the city offers the opportunity to open a new Post Office within the local centre, benefitting existing and new residents. The City Council will encourage the provision of a Post Office within the new local centre.

By ensuring that there is no direct access to the local centre from the ring-road, linking the local centre to public transport, pedestrian and cycle routes, and limiting the amount of car-parking associated with the retail development, people will be encouraged to travel to the local centre

by means other than car. The local centre comprising a range of services and facilities will also help reduce the number of journeys.

Live-work units are specifically designed for dual residential and business use. They are distinct from space for home working which is usually informal and often temporary within the home. Living alongside purpose-designed work space reduces overall expenditure on accommodation and the need to travel, generating savings in terms of costs and time, and contributing to a more environmentally sustainable way of life. Live-work units forming part of the new development could form a cluster of micro-businesses benefiting from proximity to one another and the city's academic or other institutions. The City Council will encourage the inclusion of small-scale purpose-designed live-work units to help reinforce the function of the local centre.

Floor to ceiling heights of accommodation within the local centre should allow flexibility for both commercial and residential use, particularly on the ground floor. Floor to ceiling heights should be a minimum of 3.5-metres on the ground floor and minimum of 3.3-metres on the first floor.

Policy BA10: Local centre

Located in the heart of the new community there will be a local centre, providing services and facilities including a primary school, community and recreation uses and retail units, together with housing. The local centre will be designed so that it can be well-served by public transport and at a point where pedestrian and cycle routes intersect with the primary street. The local centre will front on to the primary street. There will be no direct vehicular access between the local centre and the ring-road.

Planning permission will be granted for retail development that forms part of and is appropriate to the role and function of the new local centre. Planning permission for new convenience (food) retail use will be granted if it does not exceed 2,000m² gross internal. The new retail development must demonstrate that there will be no substantial adverse impact on the vitality and viability of existing centres in Barton, Northway and Headington. Car-parking associated with the new retail development will be limited.

6.4 Multi-purpose community hub

The creation of the new neighbourhood will lead to more demand for community facilities and primary school places. This will be met through the provision on the strategic development site of a new community hub within the local centre. The hub may be provided in a single building or in several buildings.

The hub will be at the heart of the new community, contributing to a sense of involvement and well-being amongst new and existing residents and operating as a true shared facility. It will include a new primary school with pre-school places, with one-and-a-half or two form entry as required by the pupil place needs arising from the development. As well as providing an environment designed to deliver an outstanding education, the building(s) and outside space will be designed and managed to allow for flexible and shared use for a range of other activities. Co-locating as many services and facilities as possible allows for more efficient use of scarce land and resources and better customer service and operational efficiency. Simple measures can make shared spaces work well and foster a sense that they are truly shared. These include year-round calls on space, easy and flexible access, permanent office space and storage space with simple access. The shared space could include health care and other community services, leisure facilities and a place of worship. Management measures will be put in place to ensure that the community hub operates effectively as a multi-functional facility.

There may be scope to co-locate a high-quality educational environment with another use, especially where operational costs can be reduced. The education authority would need to be satisfied that the use does not compromise the safeguarding or teaching outcomes of the school. Such uses might include residential apartments, including extra-care housing. Any such apartments would have to be carefully designed so that they have separate entrances to the school and do not directly overlook the school buildings or play areas. The new community hub should have excellent pedestrian and cycle links to minimise car trips and encourage activity, and be accessible for public transport.

To make best use of land, and to reflect the location of the community hub within the local centre, the hub building(s) should be equivalent in height to a minimum of 2 storeys.

The precise requirements for primary school places will be influenced by the final size and tenure mix of homes in the new development. As well as creating the need for a new primary school, the development will generate a need for additional secondary school places – see Section 8 on Implementation and Delivery.

Policy BA11: Community hub

The development will provide a new multi-purpose community hub within the local centre. It will include a primary school and scope for a range of social and community uses of the building(s) and outside space, including playing pitches.

The community hub should be designed to reflect its place at the heart of the community and be compatible with the massing and streetscape of the local centre. The height of the hub building(s) should be equivalent to a minimum of 2 storeys; planning permission will not be granted for a building(s) equivalent in height to a single storey.

Appropriate design and management measures will be put in place to ensure school use of buildings and playing pitches within school hours, and wider community use of the building and pitches outside of school hours.

The location of the community hub will:

- allow for a developable overall site area of at least 2.2 hectares, whose shape and contours accommodate playing pitches and informal outside play space associated with the primary school
- respect the setting and natural features of the site
- be well-served by footpaths and cycle routes and accessible for public transport
- provide appropriate access points for school pupils and staff, and for maintenance and emergency vehicles.

Illustration 10 shows how the elements making up the local centre should work together.

Section 7 Innovative and responsive design

Good quality design improves social well-being and quality of life. The design of the new development will be of the highest quality, creating an attractive, functional and sustainable neighbourhood with a strong sense of place which meets people's diverse and changing needs.

7.1 Sustainable design

The City Council expects all new development to play its part in adapting to climate change. Large scale development, such as the strategic site at Barton, provides significant opportunities to build new homes that are adaptable to current and future impacts of climate change in ways that moderate harm and take advantage of any positive opportunities. The new development offers opportunities to reduce carbon emissions by designing buildings to be energy efficient and to provide decentralised energy on the site. Energy efficient homes can also help tackle fuel poverty. The development will be expected to achieve high standards of sustainable construction and design in terms of energy efficiency, water resources, recycled and reclaimed materials and renewable or low-carbon energy.

At the time of writing, the City Council was preparing a Sustainability Strategy. The strategy sets targets to reduce carbon emissions across the city. Specific targets include the reduction by 2020 of overall carbon dioxide emissions in Oxford by 40% compared to 2005 levels, and a target to ensure a 50% reduction in carbon dioxide emissions from the housing stock by using renewable energy schemes by 2020.

The new homes will be expected to meet the latest sustainability standards as set out in the Code for Sustainable Homes and reflected in Building Regulations. At present the Code is set to level 3, increasing to level 4 in 2013 and zero-carbon in 2016.

Area-wide renewable energy or low-carbon technologies will be required in the new development. At present the Natural Resource Impact Analysis SPD sets a minimum city-wide standard for 20% of energy for all developments of this scale to be provided by on-site renewable or low-carbon energy technologies such as photovoltaic cells, ground-source heat pumps or bio-mass boilers. The NRIA SPD will apply to commercial buildings within the local centre. There may be the potential for a wind turbine(s), or scope for a community heating scheme or combined heat and power. An energy statement must be produced alongside the outline planning application.

The infrastructure for renewable or low-carbon energy on the development site will need to be explored at an early stage, designed in at the start of the development and reflected in the phasing strategy. Sufficient land must be set aside for the required energy infrastructure.

Streets and buildings should be orientated to get maximum benefit from sunlight and solar gain. To make the most of sunlight (and shade), the layout, design and orientation of streets and buildings should take into account the slope of the site and the solar path.

Where possible, new homes should include charging points for electric vehicles. All homes with on-plot allocated parking should provide capacity within the building and external cabling to enable easy installation of an electric vehicle charging point. This should be demonstrated in the design and access statement.

Superfast broadband can bring a number of benefits:

- it reduces the need to travel and carbon emissions by enabling flexible and remote working
- it can transform healthcare by supporting people to live independently in their own homes and allowing medical monitoring and consultations without the need to travel
- it improves access to leisure and learning and has the potential to improve skills
- it can support business start-ups, helping them to innovate, compete and grow.

To enable use of products and services that need high broadband speeds, and to make the most of future advances in broadband technology, the community hub, homes and businesses within the development should, as far as possible, have fibre optic cabling installed. There may be an opportunity for providers to roll-out provision to existing homes in surrounding areas.

Policy BA12: Energy efficiency

The outline planning application for the strategic development site must demonstrate how the development will optimise energy efficiency by minimising the use of energy through design, layout, orientation, landscaping and materials, and by utilising renewable or low-carbon technologies.

The development should demonstrate that at least 20% of energy needs will be delivered through on-site renewable or low-carbon energy sources.

7.2 High quality design

'Building for Life' is the national standard for well designed homes and neighbourhoods managed by a partnership of Design Council CABE, Homes Builders Federation and Design for Homes. The standard promotes design excellence by establishing 20 criteria against which new developments can be judged. The criteria cover: environment and community; character; streets, parking and pedestrian spaces and routes; and design and construction. Housing developments that are the most attractive, functional and sustainable meet at least 16 of the Building for Life criteria and are judged to be at gold level. Because the City Council is a joint venture partner in Barton Oxford LLP we have the opportunity to build a new neighbourhood and new homes that are of the highest quality. To help achieve this, the development should meet Building for Life standard at gold level, or its equivalent.

To create a distinct but integrated and vibrant new neighbourhood for Oxford, the new development at Barton will be guided by a set of design principles. Design – whether for individual buildings, public and private open spaces or the development as a whole – that does not conform with these principles will not be acceptable.

The scale, form, character and design of development should take into account the topography, setting and natural features of the site to create local distinctiveness

Bayswater Brook, hedgerows and mature trees, combined with the surrounding countryside and topography of the strategic development site, create a set of natural features. The development should make the most of these assets to create a sense of place by reflecting and – where possible – incorporating them into the development.

Linear green corridors through the site should be enhanced and developed to link the new neighbourhood with existing communities and the open countryside. The linear park along Bayswater Brook will form one green link. Other green links should also be created for: movement; recreation and amenity space; ecological enhancement; Sustainable Urban Drainage; and to create a transition from the city to open countryside.

The development should consider issues relating to landform. Wherever possible, building footprints and streets should be aligned to follow slope contours. The development should consider the effect of the site slope on the heights of buildings; the relationship between heights of proposed and existing buildings; and the visual impact of buildings when viewed from streets and properties.

The scale, form, character and design of the development should consider views into and out of the Old Headington Conservation Area and views from the surrounding countryside. Choice of roof treatment and other materials will require a more sensitive approach in the small field lying directly to the west of the allotments than the rest of the site.

The development should make the most of opportunities to create or improve habitats. The management and maintenance of the linear park, retention of hedgerows where possible, mature trees and drainage ditches, use of native species in landscaping, installation of bird and bat boxes and design of lighting schemes should all encourage habitat creation and enhancement.

The layout should be accessible, permeable and legible and encourage activity

The network of streets and open spaces will play a key role in determining how the new development works and how it relates to the surrounding areas. The development should incorporate a network of streets and spaces that links to and through the area, providing a choice of direct, safe and attractive connections and encouraging walking and cycling. There

should be a street hierarchy comprising a primary street and lower order streets. Features such as façades, pavements, rooflines and views should be used to help ensure that the development and pattern of routes is easy to understand and navigate (or 'legible').

The new development should be safe

To improve the sense of security of public and communal areas, maximise the proportion of activity that takes place in the public realm and make it easier for people to find their way around, active frontages should be incorporated within the development. Buildings should be oriented so that the main entrances and principal windows face the street (or streets) and open spaces. On-street car parking should form an integral part of the street design, helping to create strong frontages and make the most efficient use of land.

To help ensure that the linear park along Bayswater Brook is safe, attractive and well used, it should be fronted by residential development with views over the countryside. There should also be residential frontages onto the allotments, Barton Village Road and the northern side of the ring-road. The security arrangements for the existing allotments should be reviewed in order to ensure the most appropriate relationship between them and the new homes. The design of the boundary treatment for the allotments should be appropriate to its new setting.

Illustrations 11, 12, 13 and 14 show how proposed development could front on to different types of streets. Illustrations 15 and 16 show how new homes could front on to the allotments.

The visual impact of the electricity substation should be minimised

The electricity substation will remain on site in its current location. The substation's visual impact should be minimised by rationalising, re-aligning and burying the power lines. A 5-metre buffer strip must be left around the substation for access and maintenance purposes. Beyond that, the substation should either be 'wrapped' by built development or screened with landscaping.

Illustration 17 shows how the visual impact of the substation could be minimised.

Policy BA13: Design

A site-wide Design Code setting out design principles for the whole of the strategic development site must be prepared for agreement by the local planning authority in advance of any outline planning application.

Planning permission will only be granted for development that conforms with the Design Code.

The Design Code will reflect the following principles:

- the new development will meet the 'Building for Life' standard at gold level, or its equivalent
- the development must make efficient use of land
- the scale, form, character and design of development must respect the topography, natural features and setting of the site, including the impact on the Old Headington Conservation Area
- the development should create and improve habitats
- the layout of the development must be fully accessible, permeable and legible and encourage activity with excellent street design and shared spaces to encourage walking and cycling
- the development must incorporate secured by design principles, including active frontages
- the development must achieve high standards of sustainable construction and design
- the visual impact of the electricity substation must be minimised, with the power lines buried.

The outline planning application will include an illustrative masterplan, parameters plans and a Design and Access Statement.

All reserved matters applications will need to include a detailed Design Code for the relevant phase(s) and a design statement to demonstrate compliance with the approved illustrative masterplan, the parameters plans and site-wide Design Code.

Section 8 Implementation and delivery

The strategic development site at Barton is a priority for the City Council with an ambitious timetable to start residential development early in 2014. The project is infrastructure-led and requires significant investment before serviced land is available for the first new homes. Certainty and timing of delivery are paramount.

8.1 Delivery

To minimise uncertainty, and to retain control to ensure a high quality development, the City Council as landowner has formed a joint venture company with an investment partner, Grosvenor Developments Limited. The joint venture company is Barton Oxford LLP. It will fund the infrastructure needed to bring forward the strategic site. The joint venture company is also designed to maximise flexibility, with the City Council able to take a share in the value created and recycle returns into the development.

Because the development is being brought forward by the joint venture company, the City Council is able to control and influence the direction of the development as landowner as well as planning authority and housing authority. The policies in this AAP aim to deliver a sustainable, inclusive, balanced and mixed new community that is integrated with the rest of the city, and development benefits that extend to existing neighbourhoods. The AAP policies establish the infrastructure that will be required to achieve the AAP objectives. The masterplan and phasing strategy will reflect the AAP vision, objectives and policies. To ensure the timely provision of services, facilities and infrastructure, trigger points will be set according to when the need for them is forecast to occur.

Planning obligations and charges payable through the Community Infrastructure Levy (CIL) will be needed to mitigate the impacts of the new development by the timely provision of new physical and social infrastructure and by making improvements to existing infrastructure. The starting point for determining the nature and scale of contributions/charges for on-site and off-site infrastructure will be the adopted Oxford Planning Obligations SPD and the CIL DPD (if adopted).

If at the time the planning application is determined the CIL DPD has been adopted, charges for off-site infrastructure will be made in accordance with the CIL charging schedule and charges for on-site infrastructure will be based on the Planning Obligations SPD.

If at the time the planning application is determined the CIL DPD has not been adopted, the nature and scale of contributions for on-site and off-site infrastructure will be based on the Planning Obligations SPD.

As well as creating the need for a new primary school, the development will generate a need for additional secondary school places. The extra places will be provided by creating additional capacity at an existing secondary school within the city. Barton Oxford LLP will meet the costs of the additional secondary school places generated by the development. The cost will be calculated based on estimated pupil numbers, Department for Education cost multipliers at the time and estimated future capacity in catchment secondary schools.

Where temporary accommodation is required to meet the need for school places generated by the new development, the developer will be expected to pay the costs of providing or relocating temporary classrooms. Temporary accommodation is most economically met through locating it on an existing school site. The most appropriate location for any temporary primary school buildings is likely to be Bayards Hill School in Barton.

The overall viability will be taken into account in the decision on the level of planning obligations to be incorporated into the Section 106 agreement at the planning application(s) stage. A schedule of services, facilities and infrastructure, with a timetable for their provision, will be set out in a legal agreement. This will sit alongside a Phasing and Implementation Strategy which will be required to support the outline planning application.

Policy BA14: Delivery

Phasing of the strategic development site must have regard to the aim of creating a sustainable community from the outset and as the development progresses. A phasing strategy must be submitted with the outline planning application for approval by the local planning authority.

Planning permission will only be granted where there are suitable arrangements for the improvement or provision and phasing of infrastructure, services and facilities necessary to make the scheme acceptable in planning terms. The provision of infrastructure will be timed to relate to the commencement of development, to the relevant phase of development or to first occupation of homes.

The level of planning obligations to be incorporated into the Section 106 agreement and any charges payable through the Community Infrastructure Levy will be agreed at planning application stage.

Section 106 contributions will be necessary to cover the costs of the following on-site infrastructure:

- affordable housing
- community facilities
- primary school (including any temporary accommodation)
- public open space and sport and recreation facilities, including the linear park and a replacement recreation ground
- allotments or land for community use for food cultivation to replace the uncultivated allotment land
- on-site highways and transport infrastructure
- A40 junction/roundabout
- pedestrian and cycle links
- layout to allow provision for public transport
- drainage and flood prevention
- biodiversity
- energy infrastructure and other utilities, including rationalising, re-aligning and burying the power lines.

Charges payable through an adopted Community Infrastructure Levy DPD will be required to cover the costs of the following off-site infrastructure:

- secondary school contributions
- links between the linear park and Play Barton
- public realm improvements to links between the new development and Barton
- off-site works to provide appropriate pedestrian and cycle connections or necessary improvements to the existing networks including the existing crossing between Headington and Barton
- any required upgrades to the water supply and waste water drainage/treatment networks.

If no adopted Community Infrastructure Levy is available, Section 106 contributions will be required to cover the costs of the required off-site infrastructure.

A Construction Environmental Management Plan covering matters including noise, traffic and dust during the construction phase will be required to support a planning application.

8.2 Flooding

The strategic development site is bounded to the north by Bayswater Brook. There are three ordinary watercourses that flow from the south in a northerly direction across the site, draining naturally in to the Brook. A preliminary flood risk assessment has been prepared for the strategic site at Barton which shows that none of the site lies in Flood Zone 3b (functional floodplain where water has to flow or be stored in times of flood). An area of almost 3 hectares (8% of the site) is in

Flood Zone 3a (high probability of flooding). The site has been unaffected by historic flood events recorded in Oxford.

National policy on development and flood risk² aims to steer development to areas of lower flood risk through the sequential test. The area of the site in Flood Zone 3a will be set aside for the linear park along Bayswater Brook. Safeguarding this area from built development will help ensure that flood risk is not increased, that the development is resilient to climate change and that biodiversity is enhanced, as well as helping to fulfil the wider objectives of this Plan.

Flood risk must be properly assessed from the earliest design stage. A detailed Flood Risk Assessment (FRA) assessing all forms of flood risk will be required to support the planning application. The FRA must demonstrate that the development will not increase flood risk on or off-site and reduces flood risk wherever possible.

The FRA should also demonstrate:

- a good understanding of the risk and extent of river and other water course flooding across the site, up to and including the 1 in 100 year flood with an allowance for climate change, as well as consideration of extreme flooding
- that the Flood Risk Management Hierarchy advocated in national guidance has been applied
- that the proposed development will neither reduce flood water storage nor obstruct flood flows
- safe routes will be maintained for people away from homes and other buildings during floods, to an area outside of the flood plain
- that buffer zones will be provided adjacent to all watercourses.

Policy BA15: Flooding

The developer must carry out a full Flood Risk Assessment for the development site, which includes information to show how the proposed development will not increase flood risk. Any necessary mitigation measures must be implemented.

Development will not be permitted that will lead to increased flood risk elsewhere, or where the occupants will not be safe from flooding.

Where appropriate, development should be designed to be resilient to the risk of flooding. Development should reduce on-site and off-site flood risk wherever possible.

8.3 Sustainable Urban Drainage Systems

The development should incorporate Sustainable Urban Drainage Systems (SUDS) to reduce any increases in surface water drainage, taking into consideration present and future climate change scenarios. SUDS are the most sustainable way of ensuring that surface water run-off from the development does not increase the risk of flooding to the site itself and to areas downstream. SUDS can offer opportunities to reduce pollution, improve water quality and enhance biodiversity, recreation and amenity. The masterplanning will consider SUDS based on the layout and type of development, techniques and other measures to limit run-off from new development, run-off calculations and the scope to use the site topography and conditions to reduce flood risk. Indicative locations for the main SUDS features should be considered early in the design process. Fluvial flood alleviation should be closely linked to the floodplain; measures could be incorporated in the linear park. Surface water alleviation features such as ponds and swales should be provided across the site according to topography and conditions. Public and private areas of hard-standing, such as car parking, should be permeable wherever possible.

SUDS may be combined with a system to help regulate water flows from roofs to the drainage system and grey water recycling. Installation of green roofs, where soil and plant material are attached to create a living surface, can also reduce water run-off as well as providing insulation and creating a habitat for wildlife.

The planning application will be supported by a Surface Water Management Plan which demonstrates how SUDS techniques will be used on the strategic development site. All surface

² National policy is set out in Planning Policy Statement 25 'Development and Flood Risk'. It is being reviewed through the (draft) National Planning Policy Framework.

water drainage features will be adopted, maintained and managed by Oxfordshire County Council as lead flood authority.

Policy BA16: Surface water drainage

Surface water drainage for the strategic development site should be designed as a Sustainable Urban Drainage System (SUDS) to reduce overall run-off volumes leaving the site, control the rate of flow and improve water quality before it joins any water course or other receiving body.

The surface water drainage system will seek to hold water on the site, ensuring that it is released to surrounding water courses at an equal, or slower rate, than was the case prior to development.

Water storage areas should be designed and integrated into the development with drainage, recreation, biodiversity and amenity value.

Any surface water drainage scheme will need to be capable of reducing the flood risk associated with storms as well as normal rainfall. All flood mitigation measures must make allowance for the forecast effects of climate change.

The standard of construction and placement of SUDS will be agreed with the local planning authority and the lead flood authority before construction commences.

8.4 Water supply and waste water drainage

Whilst there are no major water and sewerage constraints in Oxford, Thames Water has indicated that upgrades to the foul water infrastructure will be required to ensure that sufficient capacity exists ahead of occupation of the new development at Barton. An on-site and off-site water network supply and drainage strategy will need to be produced by the developer in liaison with Thames Water. The treatment of the waste water associated with the new development must not cause deterioration in water quality or increase flood risk.

Policy BA17: Water supply and waste water drainage

An on-site and off-site water network supply and drainage strategy must be produced by the strategic site developer to ensure that appropriate upgrades are in place ahead of occupation of the development. Planning conditions will link the start and phased development of the site to the availability of wastewater treatment capacity and the capacity of receiving watercourses. Development of any single phase must not result in harm in the form of untreated wastewater or increased flood risk from treated wastewater.

8.5 Land remediation

The strategic development site includes about 3.6 hectares of landfill dating from the late 1950s. The area lies in the north east corner of the site and is currently occupied by the recreation ground. Preliminary geoenvironmental ground investigation indicates that the landfill is thickest in the northern part of the area (up to 4.4-metres), thinning to grade into the pre-existing ground contours to the west, south and east. Surface topsoil is present as cover over the landfilled material.

Land contamination is a material consideration when taking decisions on planning applications. It is the responsibility of the developer to identify if any of the land is affected by contamination and to ensure that remediation is undertaken to ensure that the site is in suitable condition for its new use. This should be informed by an investigation of the site to identify contamination, the risk of creating pathways for contamination to leak in to the groundwater and the actions needed to reduce contamination and prevent contamination pathways occurring. The developer will need to satisfy the local planning authority and the Environment Agency that unacceptable risk from contamination will be successfully addressed through remediation without undue environmental impact during and following the development.

Policy BA18: Land remediation

An intrusive investigation of the land occupied by the recreation ground must be carried out and a land contamination assessment of the strategic development site submitted with the outline planning application. The local planning authority will only permit development if it is satisfied that land is capable of remediation and fit for its use. A programme of remediation and validation must be agreed with the local planning authority and undertaken before the implementation of the planning permission for the land occupied by the recreation ground.

8.6 Sidlings Copse and College Pond SSSI

Sidlings Copse and College Pond Site of Special Scientific Interest (SSSI) lies about 600-metres to the north-east of the strategic development site in South Oxfordshire District Council's area. The SSSI consists of a number of habitats lying in close proximity in and around a steeply sloping valley. It is an important ecological resource that contributes to the city's biodiversity. The SSSI is managed as a nature reserve by the Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust (BBOWT).

Sidlings Copse and College Pond is sensitive to increased recreational use. It is therefore important that the enhanced links to the countryside from the strategic development site do not result in incremental damage to the SSSI. The developer will be required to submit and agree with the City Council, Natural England and BBOWT a plan for avoiding any potential adverse impacts as a result of increased recreational pressure from the new development. Ensuring that the new development includes a significant amount of attractive and continuous natural green space and a variety of appropriate wildlife habitats will help provide an alternative to recreational use of the SSSI. The linear park along Bayswater Brook, in combination with links to other green infrastructure within the site, has an important role to play in the impact avoidance plan. The linear park should be designed and managed to minimise potential adverse impacts on Sidlings Copse and College Pond SSSI.

Policy BA19: Sidlings Copse and College Pond SSSI

In advance of the determining of the planning application, the developer of the strategic site will be required to submit and agree a plan for avoiding any potential adverse impacts on Sidlings Copse and College Pond Site of Special Scientific Interest as a result of increased recreational pressures from the development. The impact avoidance plan must be implemented in accordance with the approved scheme.

Section 9 Regeneration in Barton and Northway

Regeneration can help to tackle disparities in life chances by transforming deprived areas and improving the lives of those living in and around them. The new development will be planned in such a way that the existing communities close to the strategic site benefit from the changes that take place. This will be through access to new facilities and services, better links to the rest of the city and the surrounding countryside, returning pockets of neglected land to good use and by directly linking local people and businesses to the economic opportunities created by the development.

9.1 Place, infrastructure, people and economy

The Regeneration Framework for Oxford to 2026 sets out the regeneration challenges facing the city. These fall into three major areas: 'place and infrastructure', 'people' and 'the economy'. Issues such as poor qualifications and low skill levels, economic inactivity and unemployment, low incomes, low levels of entrepreneurial activity, child poverty and poor health are all interlinked. They can form a cycle that sees deprivation passed from one generation to another. Barton is one of the most deprived neighbourhoods in Oxford, with relatively low life expectancy and employment rates compared with much of the rest of the city. Parts of Barton fall within the 20% most deprived areas in England with the rest within the 40% most deprived areas. Parts of Northway also fall within the 40% most deprived areas of England.

Community engagement is essential to successful regeneration. Taking as their starting point the Regeneration Framework for Oxford, Area Regeneration Plans are being prepared for Barton and Northway. These plans will allow the communities in Barton and Northway to define the regeneration agenda for their areas. The Area Regeneration Plans will sit alongside this AAP.

Together the policies set out in the AAP will:

- tackle 'place and infrastructure challenges' by helping link people to jobs, improving the development of the public realm and adding to the range of community facilities
- tackle 'people challenges' by providing greater opportunities for improved educational attainment, skills and access to health facilities, and by contributing to safety and well-being
- tackle 'economic challenges' by increasing economic activity rates.

Access to new facilities

The new neighbourhood centre will include a community hub. The new community facilities, with the sports pitches, linear park, other open space and new shops will be easily accessed by the existing communities in Barton and Northway. The new community hub will increase the range of choices available and complement the provision of new, state-of-the-art community facilities in Northway that will replace the existing community centre by early 2015. There will also be better access between Northway and the Barton Pool and improved access to the countryside.

Better integration with the rest of Oxford

The approach to the ring-road, with lower traffic speeds and associated reduced traffic noise, will reduce the sense of severance between Barton and the rest of the city. Pedestrian and cycle crossings will be easier, and new development in Barton will front onto the ring-road, helping integration by creating new homes facing the rest of the city.

New links across the ring-road associated with the new development will improve accessibility for those currently living in Barton. There will be better connections for pedestrians and cyclists to a wider range and choice of shops, facilities and education and employment opportunities (including major employers) in Headington, at the John Radcliffe Hospital and beyond in the rest of Oxford. The connections will also make it easier for those currently living in Northway to access the range of community and leisure facilities that are already available in Barton.

Northway and Barton are both already served by regular bus services, and more frequent services and/or destinations could become available.

Development opportunity sites

There may be opportunities for physical regeneration in Northway and Barton in addition to those that have already been identified. This includes two sites owned by the City Council in Westlands Drive and Dora Carr Close in Northway where around 70 new homes will be provided by Hab Oakus, most for low-cost rent or shared ownership.

Development opportunities could:

- provide additional housing
- improve the public realm
- create positive and active frontages to help improve the sense of security of public and communal areas
- increase the number of pedestrian and cycle routes.

Linking local people to economic opportunities

One of the principal ways of improving life chances is to tackle worklessness, by increasing employment opportunities and ensuring that local people have the skills that employers require. The new development offers the potential for a range of training and employment opportunities, as well as supply chain opportunities. The City Council – as landowner and planning authority – will ensure that these opportunities are targeted towards local people and local businesses.

Policy BA20: Linking local people to economic opportunities

The Council will use planning conditions to ensure that local people and businesses benefit from opportunities that are generated by the new development. Permission will not be granted for development that does not link local people to economic opportunities.

The developer must demonstrate how:

- new jobs, apprenticeships and other training opportunities which arise from the development will be targeted towards local people, and
- supply chain opportunities for local businesses will be promoted during and after construction.

Annex 1 Supporting information for planning applications

The applicant (or applicants) must submit sufficient supporting information to enable the City Council to fully consider the impact of their proposals. A number of studies and strategies need to be put in place before planning permission can be granted, to ensure that the objectives and policy requirements of the Plan are met and a high quality, sustainable development is achieved.

A site-wide Design Code must be prepared for agreement by the local planning authority in advance of the outline planning application.

The following information must be submitted alongside the outline planning application:

- the national list of requirements necessary to validate an application for outline planning permission with some matters reserved, including a design and access statement
- draft heads of terms for the Section 106 legal agreement
- affordable housing statement
- air quality statement
- biodiversity enhancement plan
- construction environmental management plan
- design and access statement, including compliance with Building for Life criteria
- energy strategy
- ecological surveys
- environmental impact assessment
- flood risk assessment
- heritage statement
- land contamination assessment
- landscape and visual impact assessment
- landscape, management and maintenance plan for the linear park and other open space
- lifetime homes assessment
- landscaping details
- lighting assessment
- masterplan
- natural resource impact analysis, including energy statement
- noise impact assessment
- open space assessment
- parameters plans
- parking provision for cycles and cars
- phasing and implementation strategy
- planning statement
- plan for managing potential adverse impacts on Sidlings Copse and College Pond SSSI
- retail impact assessment
- secured by design statement
- site waste management plan
- statement of community involvement
- surface water management scheme
- transport assessment, including justification for parking design
- travel plan
- tree survey
- utilities assessment
- ventilation/extraction statement
- water and drainage strategy

Annex 2 Changes to the Oxford Proposals Map

The following changes will be made to the Oxford Proposals Map:

- Addition to show the Barton AAP boundary
- Removal of the SR5 designation for Barton Village Nature Park

Although the position of Barton Village Recreation Ground (designated SR2) and the uncultivated allotments (designated SR8) may change as a result of the development, the detail of those changes will not be known until the masterplanning stage. Both areas will therefore remain unchanged on the Proposals Map.

Annex 3 Monitoring framework

Policy area	Indicator	Target to be met
Transforming the ring-road	⇒ Traffic speeds between the western approach to the new junction and Headington roundabout	⇒ Maximum permitted traffic speed 40 mph
Integration with Barton	⇒ Amount of land for open air sport	⇒ No net loss of land available for open air sport
	⇒ Area of statutory allotment land	⇒ No net loss of allotment land/land for community use for food cultivation
	⇒ Amount of public open space	⇒ Public open space provided equivalent to at least 10% of the development site area
Sustainable travel	⇒ Amount of development complying with car parking standards	⇒ All car parking to comply with adopted maximum standards
New homes	⇒ Number of new homes completed	⇒ Around 1,000 new homes on the development site completed in accordance with the following indicative cumulative targets: 2014/15 – 100 units 2015/16 – 275 units 2016/17 – 475 units 2017/18 – 675 units 2018/19 – 850 units 2019/20 – 1,000 units
	⇒ Mix of housing	⇒ Overall mix of completed homes: <ul style="list-style-type: none"> • 1 bedroom – 5-10% • 2 bedroom – 25-30% • 3 bedroom – 40-55% • 4 bedroom or more – 15-20%
	⇒ Proportion of homes completed for social rent	⇒ At least 40% social rented homes overall
	⇒ Proportion of affordable homes completed in each development phase	⇒ At least 35% of affordable housing provided in each development phase
Local centre	⇒ Amount of new floor space for convenience (food) retail use	⇒ New floor space for convenience (food) retail use provided but does not exceed 2,000m ² gross internal
Design	⇒ Proportion of energy delivered through on-site renewable or low carbon sources	⇒ Provision of on-site renewable or low-carbon energy sources that meet at least 20% of energy needs
	⇒ Proportion of development consistent with Design Code	⇒ 100% of planning approvals consistent with Design Code
Infrastructure and services	⇒ Timely provision of services, infrastructure and community facilities	⇒ Provision in accordance with trigger points set out in agreed phasing strategy

Policy area	Indicator	Target to be met
Regeneration	⇒ Proportion of planning approvals linking economic opportunities to local people and businesses	⇒ 100% of relevant planning approvals linking local people to new jobs and training opportunities ⇒ 100% of relevant planning approvals linking local businesses to supply chain opportunities

Annex 4 The Land at Barton and its surroundings

The area referred to in the Oxford Core Strategy as 'Land at Barton' is on the north-east of Oxford on land to the north of the A40 dual carriageway (the ring-road) at Barton. There are four built-up areas surrounding the site: Barton (immediately to the east), Old Headington (to the south), Headington, including the John Radcliffe Hospital (to the south-east and south), and Northway (to the south-west). Each of these areas has its own character and local centre, facilities and open spaces.

To the north of the site lies Bayswater Brook and, beyond that, open countryside in South Oxfordshire District Council's administrative area.

With the exception of Barton, the site is separated from its neighbouring communities by the ring-road, which forms part of the strategic highway network but is not a trunk road. At the moment the only direct vehicle access is via residential roads in Barton.

Insert Context plan plus key and add title, Map 7: Context

The strategic development site

The Land at Barton extends to a total of 36 hectares. It is undeveloped, comprising mainly low-grade agricultural land used for grazing with hedgerows and trees. The Barton Village Recreation Ground – which comprises grass football pitches, children's play area, clubhouse and hard-surfaced car-parking – lies in the north-east corner of the site. The recreation ground area was raised and levelled using waste materials during the 1950s. The landfill materials are thickest in the northern part of the area (up to 4.4-metres), thinning to grade into the pre-existing ground contours to the west, south and east. There are allotments in active use to the south of the recreation ground and the Barton Village Nature Park is in the far south-east corner.

A primary electricity substation owned by SSE lies in the centre of the site, and the land is traversed by five overhead electricity cables. The substation will remain in use, but about 2 hectares of the SSE land is surplus to the company's needs.

Existing footpaths run alongside Bayswater Brook on the eastern half of the site and north-south across the site adjacent to the electricity substation. Drainage ditches run from the south of the site to Bayswater Brook.

Insert Infrastructure plan plus key and add title, Map 8: Existing infrastructure

Landscape context & character

To the south of the Land at Barton and the ring-road lies the Old Headington Conservation Area. From within the Conservation Area there are views across fields to the south of the ring-road and the strategic development site to landscape beyond Oxford's boundary. These views form a key feature of the rural character of Old Headington. The green open space also forms the setting of some of Old Headington's listed buildings in views into the Conservation Area from Elsfield in South Oxfordshire.

The Land at Barton lies on the slope of the Bayswater Brook valley. The valley is enclosed by a ridge to the north that runs through Elsfield and then south-east towards the north of Barton, and to the south by a ridge where Old Headington sits. Barton Village Nature Park and the allotments in the south-east corner are on the highest ground within the site, from where the site slopes away downwards (in a northerly and westerly direction) towards the recreation ground and the electricity sub-station respectively – a 15-metre fall in height. Further west the fields slope gently towards Bayswater Brook, with the valley side becoming steeper immediately south of the ring-road, where it rises towards Old Headington.

The Land at Barton is enclosed by existing mature vegetation on and off the site, which screens it from almost all viewpoints, and is generally not visible from the Old Headington Conservation Area.

Ecology

Bayswater Brook is designated as a Site of Local Importance for Nature Conservation (SLINC). The stream corridor – together with linear woodland, semi-improved grassland and scrub, a network of hedgerows and mature trees – forms a collection of features of potential ecological interest. Ecological studies have confirmed that while there are no major constraints, some

features of the site would merit retention, enhancement or restoration as part of future development. These include Bayswater Brook, which is in poor condition, particularly at the eastern section close to Barton where hedgerows and woodland are unmanaged, but which offers the potential to better support a range of species.

A Site of Special Scientific Interest (SSSI) – Sidlings Copse and College Pond – lies about 600-metres to the north-east of the Land at Barton in South Oxfordshire District Council's area.

Insert Landscape & Ecology plan plus key and add title, Map 9: Landscape and ecology

Flood risk

The Land at Barton is bounded to the north by Bayswater Brook. The preliminary flood risk assessment shows that none of the site lies in Flood Zone 3b (functional floodplain where water has to flow or be stored in times of flood). An area of almost 3 hectares (8% of the site) is in Flood Zone 3a (high probability of flooding).

Insert Flooding & Drainage plan plus key and add title, Map 10: Flooding and drainage

Annex 5 Glossary

Affordable housing

Dwellings at a rent or price that can be afforded by people who are in housing need and would otherwise be accommodated by the City Council.

Affordable rent

A new affordable housing model, whereby social housing is offered at a rent of up to 80% of the local market rent and for a tenancy that can range from two years to a lifetime.

Area Action Plan (AAP)

A Development Plan Document that forms part of the Local Development Framework. AAPs are used to provide the planning framework for areas subject to significant change or where conservation is needed. A key feature is a focus on implementation. Once adopted, the AAP forms the planning policy and spatial framework for the development of the area.

At-grade

At the same level. An at-grade junction or crossing of the ring-road would occur at surface level.

Attenuation ponds

See Sustainable Urban Drainage Systems.

Building for Life

Building for Life is the national standard for well designed homes and neighbourhoods. Assessments are scored against 20 Building for Life criteria, covering environment and community; character; streets, parking and pedestrianisation; and design and construction. Building for Life is managed by a partnership of Design Council CABE, Homes Builders Federation and Design for Homes.

CABE

Between 1999 and 2011 the Commission for Architecture and the Built Environment advised government on architecture, urban design and public space.

Code for Sustainable Homes (CSH)

The national standard for the sustainable design and construction of new homes. The Code aims to reduce carbon emissions resulting from fuel usage for lighting, heating and power, and to create homes that are more sustainable. It has been mandatory for all new homes to be rated against the Code since 2008. The standard is currently set to CSH level 3, increasing to CSH level 4 in 2013. The current goal is to achieve zero-carbon homes in 2016.

Combined Heat and Power (CHP)

Sometimes known as co-generation, Combined Heat and Power is the use of a single piece of plant to generate both heat and electricity. In conventional power generation large quantities of energy in the form of heat are wasted. CHP is much more efficient. Although not a renewable technology, it can be combined with sustainable fuels to provide low-cost heating that has a minimal carbon footprint.

Community Infrastructure Levy (CIL)

A new levy that local authorities can choose to charge on new developments in their area. The money can be used to support development by funding infrastructure that the council, local communities and neighbourhoods want.

Core Strategy

A Development Plan Document that forms the strategic overview element of the Local Development Framework and contains policies against which planning applications are assessed.

Delivery

A term used in Planning Policy Statement 3 'Housing' and Planning Policy Statement 12 'Local Development Frameworks'. To be judged 'sound' Development Plan policies must (among other things) be deliverable. They must show how the vision and objectives will be delivered, by whom and when.

Development Plan Document (DPD)

Documents that collectively deliver the spatial planning strategy for the local planning authority's area. They include Development Plan Documents and Supplementary Planning Documents.

Extra-care housing

A type of specialised housing for older and disabled people. It is purpose-built accommodation in which 24-hour personal care and support can be offered and where various other services are shared. Also known as 'assisted living', 'close care' and 'very sheltered housing'. The City Council's affordable housing policy applies to these units.

Grade-separated

At different levels – for example a bridge or a subway.

HBF

Home Builders Federation

Homes and Communities Agency (HCA)

The national housing and regeneration agency. Its role is to create opportunities for people to live in high-quality, sustainable places. It provides funding for affordable housing, brings land back into productive use and improves quality of life by raising standards for the physical and social environment.

Land contamination

Land contamination is a broad term used to describe situations where elevated levels of contaminants are present in land due to industrial use, waste disposal, accidents or spillages, aerial deposition or migration of contaminants from adjacent areas. Land may also be affected by contamination due to the presence of naturally occurring substances. This is different from the legal definition of 'contaminated land' set out in Part IIA of the Environmental Protection Act 1990.

Lifetime Homes

The Lifetime Homes standard is a set of 16 design criteria that provide a model for building accessible and adaptable homes. The standards include level entry to the home, minimum doorway widths, adequate wheelchair manoeuvring space, provision for future installation of internal lifts and appropriate window heights.

Local Development Framework (LDF)

A non-statutory term used to describe the portfolio of Development Plan Documents, Supplementary Planning Documents, the Statement of Community Involvement, the Local Development Scheme and Annual Monitoring Report.

Local Investment Plan (LIP)

A non-statutory strategic document that sets out priorities for delivering housing growth, economic development, regeneration and infrastructure. Prepared in Oxfordshire by the Spatial Planning and Infrastructure Partnership.

Local Transport Plan (LTP)

A document in which transport authorities set out their objectives and plans for developing transport in their areas. In Oxfordshire the latest (third) Local Transport Plan sets out transport policy and strategy for the period up until 2030.

Photovoltaic cells

A renewable source of energy that converts solar energy into electrical energy.

Planning Policy Guidance (PPG) and Planning Policy Statements (PPS)

Documents that set out the government's national policies on different aspects of land use planning in England. They are currently being reviewed through the (draft) national Planning Policy Framework.

Proposals map

A map of Oxford forming part of the Local Development Framework and illustrating particular areas of land to which Development Plan Document policies apply.

Site of Local Importance for Nature Conservation (SLINC)

A site containing habitats, plants and animals important in the context of Oxford.

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.

SSE

Scottish and Southern Energy.

Section 106 agreements (s106)

Section 106 agreements (also known as planning obligations) are created under Section 106 of the Town and Country Planning Act 1990. They are legally binding obligations that are attached to a piece of land and are registered as local land charges against that piece of land. They are negotiated, usually in the context of planning applications, between local planning authorities and people with an interest in a piece of land. They are intended to make acceptable development that would otherwise be unacceptable in planning terms. They enable councils to secure contributions towards services, infrastructure and amenities to support and facilitate a proposed development.

Supplementary Planning Document (SPD)

Part of the LDF that supplements and elaborates on policies and proposals in Development Plan Documents. Supplementary Planning Documents do not form part of the statutory development plan.

Sustainable Urban Drainage Systems (SUDS)

Sustainable Urban Drainage Systems, or SUDS, 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, soak aways, 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.

Sustainable Community Strategy

A strategy produced by a Local Strategic Partnership that sets the vision for an area and identifies the key areas where the partnership feels it can add value.

Swales

See Sustainable Urban Drainage Systems.

Annex 6 Background documents

- Atkins, Barton Preliminary Flood Risk Assessment, Nov. 2010
- Baker Shepherd Gillespie, Safeguarded Land West of Barton Biodiversity Assessment, 2007
- Baker Shepherd Gillespie, Barton Fields Further Surveys: Badger Survey, Jan. 2010
- Baker Shepherd Gillespie, Barton Fields Further Surveys: Bat Building Survey, Jan. 2010
- Baker Shepherd Gillespie, Barton Fields: Further Biodiversity Surveys, Oct. 2010
- Baker Shepherd Gillespie, Barton Pavilion: Detailed External and Internal Bat Inspection, Dec. 2010
- Communities and Local Government, Planning Policy Statement 25: Development and Flood Risk, March 2010
- Communities and Local Government, Draft National Planning Policy Framework, July 2011
- John Moore Heritage Services, Archaeological Desk-Based Assessment of Land at Barton, Dec. 2009
- King Sturge, Land at Barton Financial Viability Assessment, 2011
- Oxford City Council, Affordable Housing Supplementary Planning Document, Nov. 2006
- Oxford City Council, Balance of Dwellings Supplementary Planning Document, Jan. 2008
- Oxford City Council, Barton Area Action Plan, Habitats Regulation Assessment, Dec. 2011
- Oxford City Council, Barton Area Action Plan, Issues document, June 2010
- Oxford City Council, Barton Area Action Plan Issues: Report on Public Consultation, Sept. 2010
- Oxford City Council, Barton Area Action Plan, Preferred Options, May 2011
- Oxford City Council, Barton Area Action Plan, Preferred Options: Report Public Consultation, Nov. 2011
- Oxford City Council, Barton Area Action Plan Preferred Options, Sustainability Appraisal, May 2011
- Oxford City Council, Barton Area Action Plan, Sustainability Appraisal Scoping Report, June 2010
- Oxford City Council, Barton Area Action Plan, Sustainability Appraisal Update, Dec. 2011
- Oxford City Council, Corporate Plan 2011-2014
- Oxford City Council, Natural Resource Impact Analysis Supplementary Planning Document, Nov. 2006
- Oxford City Council, Old Headington Conservation Area Appraisal, July 2011
- Oxford City Council, Oxford Core Strategy 2026, March 2011
- Oxford City Council, Oxford Local Plan 2001-2016, Nov. 2005
- Oxford City Council, Planning Obligations Supplementary Planning Document, April 2007
- Oxford City Council, Regeneration Framework for Oxford to 2026, Nov. 2009

Oxford City Council, Sites and Housing Development Plan Document, Proposed Submission, Jan. 2012

Oxfordshire County Council, Oxfordshire Local Transport Plan 2011-2030, April 2011

Oxford Strategic Partnership, Sustainable Community Strategy 2008-2012

Oxfordshire Spatial Planning and Infrastructure Partnership, Oxfordshire Local Investment Plan, March 2010

Peter Brett Associates, Land at Barton Oxford, Preliminary Transport Technical Appraisal Report and Appendices, July 2009

Peter Brett Associates, Transport Technical Note 1: Site Access Constraints, Opportunities and Preliminary Access Strategy, April 2009

Peter Brett Associates, Transport Technical Note 2: Summary of Proposed Methodology to Assess Traffic Impacts, Feb. 2010

Peter Brett Associates, Transport Technical Note 3: Calculation of Person Trip Rates, March 2010

Peter Brett Associates, Transport Technical Note 4: Outline Travel Demand Management Strategy, May 2010

Peter Brett Associates, Transport Technical Note 5: Trip Distribution, Base Mode Share, Proposed Mode Shift and Future Mode Share, May 2010

Peter Brett Associates, Transport Technical Note 6: Assessment of Site Access Options, Sept. 2010

This page is intentionally left blank