

Local Development Framework

www.oxford.gov.uk



Barton Area Action Plan

Main Modifications



27th July 2012

Main Modification number	Policy/ Paragraph/ Page	Detail of Main Modification	Reason for Change	Further Consultation Required?	Further SA Required?	Other notes
MM1	Spatial Vision 2.5	<p>Insert new text: <u>"National Planning Policy Framework</u> <u>Policies in Local Plans should follow the approach of the presumption in favour of sustainable development so that it is clear that development which is sustainable can be approved without delay. All plans should be based upon and reflect the presumption in favour of sustainable development, with clear policies that will guide how the presumption should be applied locally."</u></p> <p>And insert new model policy:</p> <div style="border: 1px solid black; padding: 10px;"> <p><u>Policy MP1:</u> <u>When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will work proactively with applicants jointly to find solutions which mean that applications for sustainable development can be approved where possible, and to secure development that improves the economic, social and environmental conditions in the area.</u></p> <p><u>Planning applications that accord with Oxford's Local Plan* (and, where relevant, with neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.</u></p> <p><u>Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise, and unless:</u> - Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or - Specific policies in that Framework indicate that development should be restricted.</p> </div> <p><u>*Oxford's Local Plan comprises of the Core Strategy, West End Area Action Plan, saved policies from the Oxford Local Plan 2001-2016. When this Plan and the Sites and Housing Plan are adopted they will form part of Oxford's Local Plan.</u></p>	Factual update to reflect National Planning Policy Framework	Yes	Yes	Previously referenced as EC34; and supersedes EC5

MM2	Map 1	<p>Amend map:</p> <ul style="list-style-type: none"> a. to show boundary of Strategic Site b. amend description of dark green line on Key to read 'Existing pedestrian <u>and/or</u> cycle ways' c. reduce size of arrows used to depict 'Access to countryside' d. correct depiction of link through centre of site (past substation) from a lime green dotted line, to a dark green line as it is an existing pedestrian and/or cycle way. <p><i>See new Map 1 appended to this schedule</i></p>	<ul style="list-style-type: none"> a. Inspector's request b. to remove ambiguity c. to remove ambiguity d. to correct factual error 	Yes	No	Previously referenced (in part) as PPC1 and EC6
MM3	New para. after 4.1	<p>Insert new paragraph:</p> <p><u>"This Area Action Plan does not allocate any sites within the Old Headington Conservation Area for development. Any development proposals that come forward within the conservation area would have to demonstrate to the City Council that the statutory requirement to preserve or enhance the conservation area would be satisfied. The City Council will take the same approach when considering any development proposals in the Old Headington Conservation Area as it would in conservation areas elsewhere in the city. Any such proposals will be assessed against the relevant policies of Oxford's Local Plan particularly policy CS18 of the Core Strategy and saved policies of the Oxford Local Plan 2001-2016; in addition the Conservation Area Appraisal would be a material consideration."</u></p>	Inspector's request	Yes	No	
MM4	BA1	<p>Amend Policy and supporting text:</p> <p>Section 5 Integration with surrounding areas and the rest of Oxford</p> <p>It is important that the new neighbourhood feels part of Oxford.</p> <p>The place-shaping policies in this Plan aim to foster the sense of community that will be generated by people living in the new and existing homes. The A40 ring-road will be transformed <u>to reduce the sense of segregation it currently creates. into a street that runs through the city rather than dividing it.</u> There will be excellent new 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. <u>The City Council will work closely with the Highway Authority in pursuit of these aims.</u></p> <p>Transforming the A40 ring-road</p> <p>5.1 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 Plan's wider vision and objectives.</p> <p>5.2 Comprising dual carriageway with a maximum speed 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</p>	To address concerns of the Inspector	Yes	Yes	

		<p>Northway, Headington and the rest of Oxford. Leaving this stretch of the ring-road as it is would make it much harder to integrate old and new. Change would offer opportunities to:</p> <ul style="list-style-type: none"> ▪ reduce noise levels for existing communities ▪ make best use of land, by increasing the amount of land available for development ▪ improve connectivity. <p>5.3 The ring road will be Our aspiration is to transformed the ring road to ensure 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 We will seek to achieved this in the following three ways:</p> <ul style="list-style-type: none"> ▪ 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 <u>would</u> will be increased by allowing development to take place closer to the ring-road. The lower speeds <u>would</u> 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 for pedestrians and cyclists. <u>Physical measures to the A40 to slow down traffic could also include changes to lane widths, the use of surface materials, street lighting and signage</u> Together these measures <u>would</u> will help to transform the look, feel and operation of this stretch of the ring-road. ▪ New development <u>could</u> will be built facing the northern side of the ring-road. To avoid any sense of separation between the new neighbourhood and the rest of Oxford, new homes will be built facing onto the ring road. There will be In such cases a parallel road would allowing access to the properties facing 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. <u>as shown in Illustrations 1 and 2</u> ¹show how proposed development could face onto the ring road on the strategic development site. ▪ The <u>landscaping of the</u> central reservation along this stretch of the ring-road <u>could</u> will be <u>reviewed</u> re-landscaped. The central reservation 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 <u>could be reviewed to support integration.</u> should re-landscaped to be more in keeping with a street running through the city. 			
--	--	---	--	--	--

		<p>5.4 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.</p> <p>¹ Illustrations are indicative</p> <div style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <p>Policy BA1: Transforming the ring-road</p> <p>Traffic management <u>and safety</u> 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 mph.</p> <p>Planning permission will only be granted for a layout for the strategic development site that maximises the scope to provide homes facing the northern side of the ring road. Such development must not be accessed direct from the ring road.</p> <p>The landscaping of the central reservation may will be <u>reviewed re-landscaped</u> to reduce the density of the existing planting.</p> <p>Where relevant, <u>any</u> development facing the ring-road and <u>any review of the landscaping re-landscaping</u> of the central reservation must consider views into and out of the Old Headington Conservation Area.</p> <p><u>There may be an opportunity to provide homes facing the northern side of the ring-road. Such development must not be accessed direct from the ring-road.</u></p> </div>				
MM5	BA2	<p>Additional wording at end of policy:</p> <p><u>'To minimise disruption to sports provision the groundworks needed to re-configure the recreation ground could take place in the off-season.'</u></p>	Inspector 's request – for clarity	Yes	No	Previously referenced as EC7
MM6	BA7	<p>Amend Policy and supporting text:</p> <p>Pedestrian and cycle links</p> <p>5.31 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.</p> <p>5.32 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 (the routes people are likely to take, with or without a formally designated path) 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</p>	To address concerns of the Inspector	Yes	Yes	

		<p>beyond Oxford, and to the rest of the city. There will be multiple safe and convenient pedestrian and cycle <u>links across</u> crossing points on the ring-road.</p> <p>5.33 The existing footpath that runs south-north across the strategic development site (and then beyond into the countryside in South Oxfordshire) <u>could</u> 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 A <u>A</u> re-connected link <u>would</u> 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 <u>would</u> will open up access to the countryside in South Oxfordshire for those living in Headington. Stoke Place <u>would</u> 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 <u>and type</u> of the crossing, should respect the character of Old Headington Conservation Area.</p> <p>5.34 The new vehicle junction or roundabout on the ring-road will include 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 <u>link across</u> crossing of the ring-road, linking the strategic development site with its surroundings. One potential <u>location</u> crossing point is from the new development to Foxwell Drive in Northway <u>either as a surface-level crossing or bridge</u>, which would provide direct access to the wider cycle network and the city centre. Map 6 shows how the strategic development site will be accessed by vehicles, pedestrians and cyclists.</p> <div style="border: 1px solid black; padding: 10px; margin-top: 20px;"> <p>Policy BA7: Pedestrian and cycle links</p> <p>New direct, safe and attractive cycle and pedestrian links will be provided as part of the strategic development, including:</p> <ul style="list-style-type: none"> ▪ 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 in the Old Headington Conservation Area ▪ a crossing of the A40 ring-road included in the new junction or roundabout ▪ enhancement of the existing crossing between Barton </div>			
--	--	--	--	--	--

		<p>and Headington</p> <ul style="list-style-type: none"> ▪ links between the new development and existing rights of way in surrounding countryside ▪ giving priority to walking and cycling routes in 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. <p><u>There may be an opportunity to re-connect Stoke Place bridleway with the existing footpath running north-south across the strategic development site. Any crossing, whether at-grade or via a bridge would need to ensure safety for all users. It would require the upgrading of Stoke Place to an appropriate standard for a cycle route and footpath in a manner that is sensitive to Stoke Place's role and character in the Old Headington Conservation Area.</u></p>				
MM7	BA13 3 rd bullet point	<p>Additional wording at end of 3rd bullet point:</p> <p>“The development’s scale, form, character and design must respect the site’s topography, natural features and setting of the site, including the impact on the Old Headington Conservation Area <u>and its setting.</u>”</p>	For clarity	Yes	No	Previously referenced EC37
MM8	New Annex	<p>Addition:</p> <p><u>Annex 3 - Housing Trajectory.</u></p> <p>See new appended to this schedule</p>	Inspector’s request – for clarity	Yes	No	Previously referenced EC20

Note on requirement for further consultation and sustainability appraisal

All the changes listed above are considered to be Main Modifications and as such require further consultation. This consultation period will run for 6 weeks beginning on 27th July 2012 and closing on 7th September 2012.

An assessment has been made as to whether the Main Modifications require further sustainability appraisal work. Further sustainability appraisal is only required where the proposed changes may have significant impacts that have not previously been appraised. Where indicated above that no further sustainability appraisal work is required, the City Council has considered that whilst the Main Modification provides additional detail to the policy, it does not have significant impacts that have not previously been appraised.

The City Council has decided to carry out further sustainability appraisal work on Main Modifications MM1, MM4 and MM6 in the spirit of best practise and the active consideration of sustainable and feasible options. This further work can be found in the Addendum to the Sustainability Appraisal for the Barton Area Action Plan (CD7.23).



Annex 3

Housing Trajectory

The housing trajectory demonstrates the position based upon the Strategic Housing Land Availability Assessment (Dec 2011) with the addition of sites proposed to be allocated in the Sites and Housing Plan. Barton falls within years 2014/15 and 2019/20. No allowance has been made for windfalls.



