

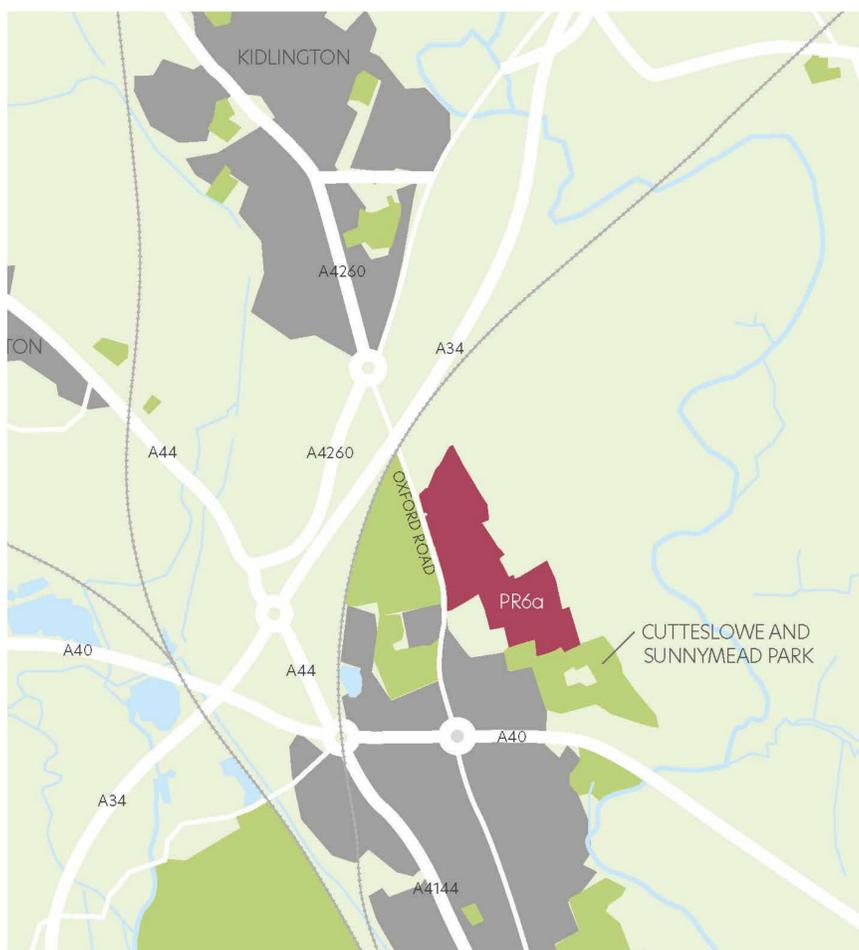
## Introduction

Thank you for coming to our consultation event to find out more about our emerging proposals for land to the east of Oxford Road known as site PR6a which is allocated in the Cherwell Local Plan 2031 Partial Review for residential development. Christ Church is the landowner of the site and is bringing forward proposals that will eventually inform an outline planning application.

## Committed to working with local communities

We want PR6a to be more than just a place for new homes. Over the past months we have been developing our Vision for the site – working closely with a range of stakeholders.

To progress our Vision and shape the design of development proposed for PR6a we have undertaken a range of technical meetings and workshops with representatives from Cherwell District, Oxfordshire County and Oxford City Councils.



The site

## Enquiry by Design

We held a virtual Enquiry by Design (EbyD) process in July, with representatives from local communities and interest groups taking part. The events were also attended by elected Councillors and council officers.

Setting out our initial ideas in relation to the key principles for the site, including the policy requirements, and our emerging environmental, social and governance principles, discussion with participants on our Vision for the site identified key issues, concerns and potential solutions.

The main points from the EbyD were: -

- Co-locate the local centre and school centrally on the site
- Create a strong community through joint use of facilities
- Carefully consider how cycling in Cutteslowe Park could be introduced
- Consider building a pedestrian bridge across Oxford Road
- Conservation and protection of wildlife
- Deliver multi-functional green spaces for wildlife, health and well-being

The draft masterplan derived from the EbyD forms the basis for the proposals we are now asking you to comment on in this initial consultation.

The feedback you provide, together with further input from the councils, will inform a final draft masterplan which will then be subject to full environmental assessment and mitigation proposals, before a final public consultation.

This initial consultation is your opportunity to help shape our proposals at an early stage and contribute to the development of our Vision and masterplan for the site.

We will take into consideration all the thoughts and comments you provide us with as we continue to refine the masterplan proposals for the site.

### Site name

We would also like your feedback on calling the site 'Water Eaton' after the Manor within which it is located. There is currently no settlement of Water Eaton. Initial discussions on this with the Parish Council have thought it to be appropriate but we would like your views on this.

If you have any questions please speak to any of the team or email us at [PR6a@Camargue.uk](mailto:PR6a@Camargue.uk)

## Local Plan policy

The Cherwell Local Plan 2031 (Part 1) Partial Review was formally adopted on 7 September 2020. The Partial Review sets out the strategic planning framework and site allocations to meet Cherwell District's share of the unmet housing needs of Oxford to 2031.

Christ Church owns the land identified in the Partial Review as Policy PR6a - Land East of Oxford Road. The site is identified for 690 homes together with a primary school, local centre and public open space.

The site sits south of the Oxford Parkway station and Park & Ride, adjacent to the northern edge of Oxford at Cutteslowe and east of the Oxford / Banbury Road.

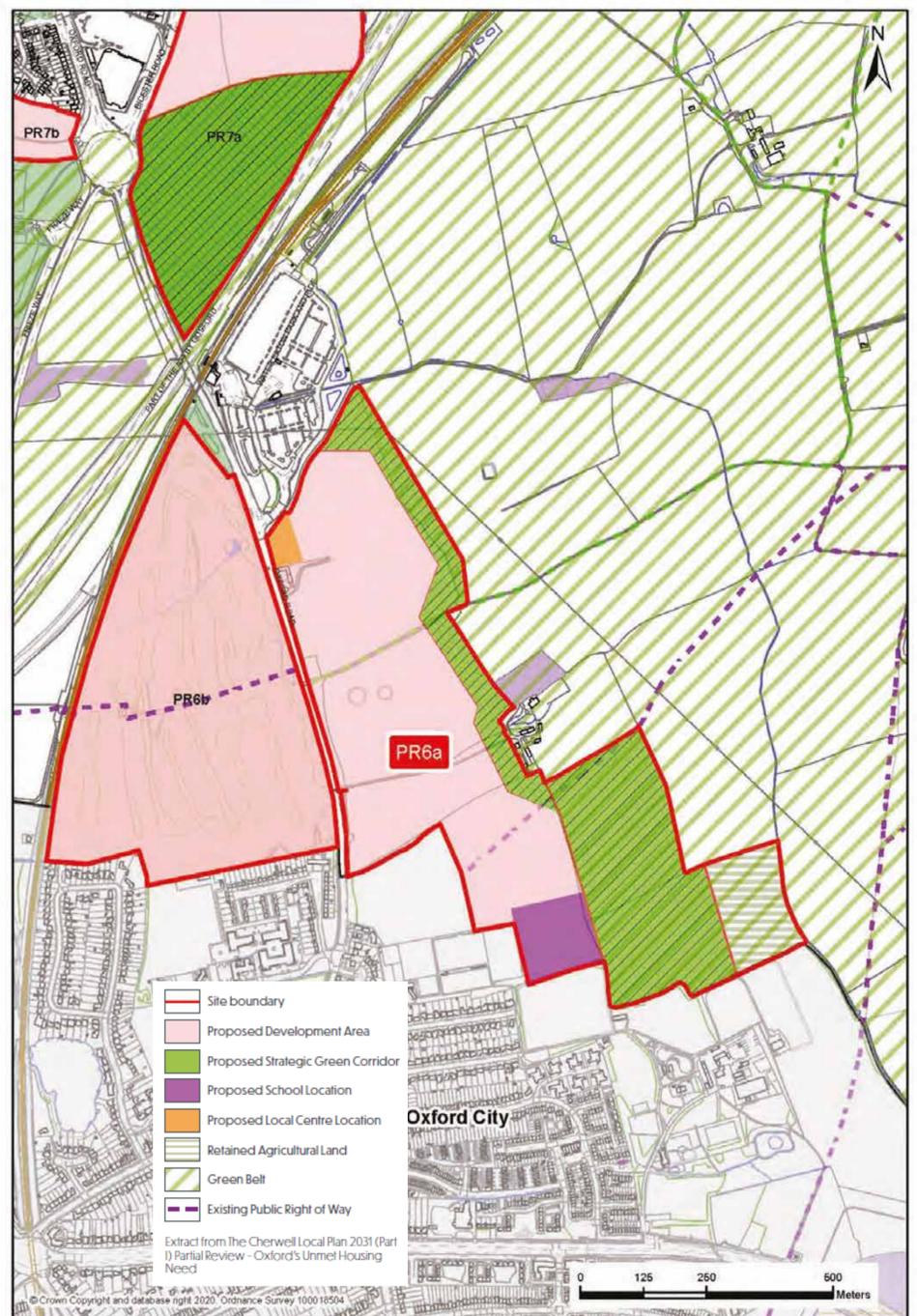
The policy for the site requires the development to be guided by a Development Brief. This has been under preparation by Cherwell District Council and it will be subject of its own consultation later this year.

The land to the west is also allocated for development under Policy PR6b. Whilst we are liaising with the landowners of that site the proposals for each site are coming forward independently.

### Summary Local Plan requirements:

- 690 dwellings
- 50% affordable housing as per National Planning Policy Framework
- Primary school (2.2ha in size)
- Sports facilities, play areas and allotments
- 11ha extension to Cutteslowe Park
- 8ha green infrastructure corridor
- 3ha area of retained agricultural land
- Local centre (0.5ha) including:
  - local convenience retail
  - ancillary business development and/or financial and professional uses
  - a cafe or restaurant
  - community building for use as social and childcare facilities / potential health services / emergency services infrastructure.

Policy PR6a - Policies Map - Land East of Oxford Road



## Health and wellbeing, community and stewardship strategies

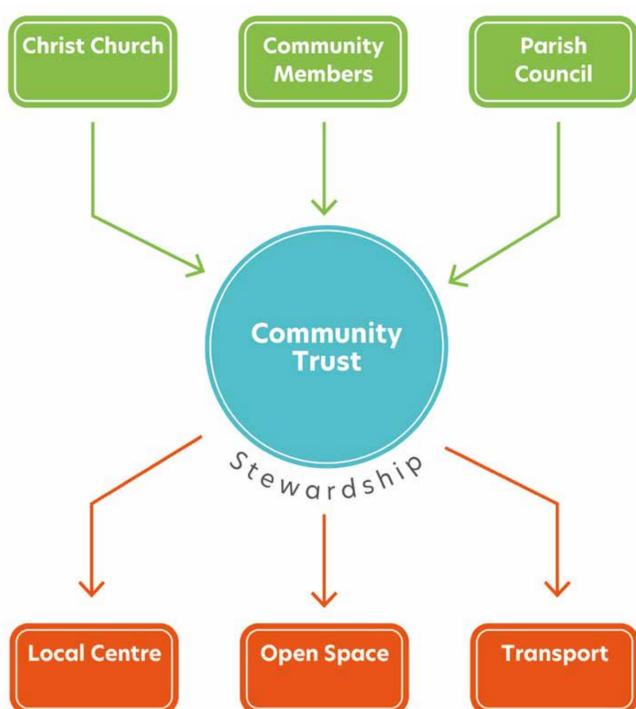
Our approach is about encouraging both the physical and mental health of our new community and the existing community.

We aim to create a strong sense of community beginning with early consultation and local engagement. This will continue either through the establishment of a Stewardship or Community Trust or management entity that will manage the open space and community development initiatives on behalf of the community for the long term. The approach will:

- Be funded through income from any community buildings or activities (such as rental space), and a self managed not-for-profit estate charge if necessary.
- Early years funding will be provided by the developer.

This approach to stewardship extends to creating a healthy development and encouraging active and healthy lifestyles. This means:

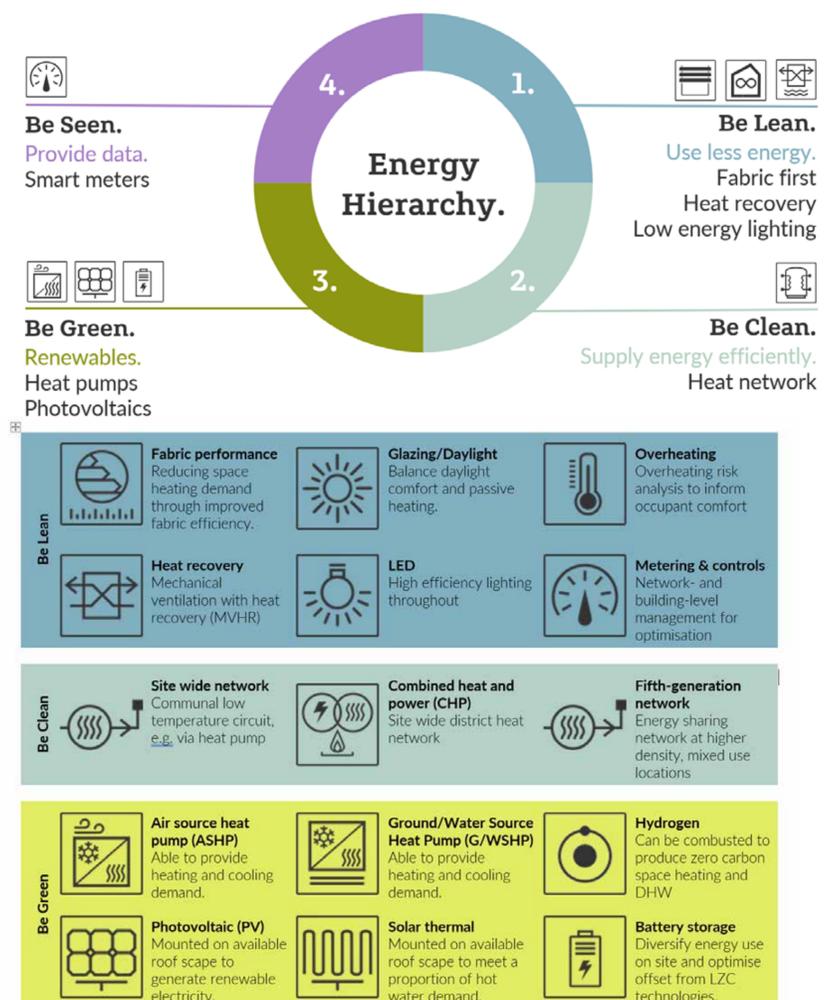
- Encouraging residents and users of the development to walk and cycle.
- Surrounding the site with green spaces and places for meeting with friends and neighbours.
- Creating a strong sense of community - important for mental health.
- Establishing places and spaces for socialising.
- Employing community officers to help generate social activities early on.



## Energy and climate mitigation

A key part of our approach is to drive down our energy consumption and to create a development that meets the highest environmental standards. This is central to every element of our project.

- Our movement strategy will minimise carbon emissions from transport.
- Our high-quality buildings will minimise energy consumption and target zero carbon.
- All homes will reach EPC 'A' rating and have smart energy management systems.
- We will consider embodied (up front) carbon in construction and impacts from transporting materials.
- Buildings will be designed to be flexible and adaptable to be easily re-purposed throughout their lives.
- Renewable energy will be embedded in the proposals, using a combination of sustainable technologies which could include solar, ground source or air source heat pumps and batteries. Natural (fossil) gas will not be used.
- Energy for street lighting will be minimised as lighting will be targeted to reduce light pollution, reducing energy.
- Water efficient systems will be designed to minimise water use and re-use rain water and waste water where feasible.
- We will apply the energy hierarchy to guide the development of the energy strategy.



We will evaluate a range of approaches and technologies to help us achieve our aims, such as those indicated above.

## The Vision for PR6a

Christ Church already has established overarching environmental, social and governance (ESG) criteria. Draft ESG criteria were specifically formulated for this development proposal at the early stages for testing with the landowners, client team and stakeholders. These are designed to be forward looking and aspirational.

Christ Church's Vision for the site and draft Development Principles emerging from the Vision have been subject to initial consultation and are set out below. The Development Principles establish the basis for the design, construction and management of the development.

Ongoing work is seeking to establish specific targets and measurements against which the effectiveness of the proposals can be measured.

### A Vision for PR6a

PR6a will be founded in history and built for the future. It will reflect its location as an entrance to Oxford city, inspired and informed by the best of Cherwell and Oxford's streets and spaces.

PR6a will be a diverse and healthy mixed-use intergenerational community, providing essential housing for Oxford. It will be connected to its neighbours, to the city, and to nature and the countryside. A place that people value, where sustainability, wellbeing and quality of life are fundamental.

## Our draft Development Principles are: -



### STEWARDSHIP

Ensure strong leadership and governance in the design process for PR6a, and create a lasting legacy.



### IDENTITY AND CHARACTER

The identity and character of the place will be informed by the location of PR6a to create a sense of belonging and community.



### MIX OF USES

A local centre, primary school, and green spaces will all be within easy reach by walking and cycling, and will be designed to enhance a sense of belonging for everyone.



### HEALTH AND WELLBEING

Residents at PR6a will be surrounded by green spaces for activity, exercise and meeting with friends and neighbours. Landscaping will be productive, providing fruit, herbs and more.



### NATURAL & HISTORIC ENVIRONMENT

Nature and wildlife will be incorporated into the development, green spaces will be accessible to all, and enhanced habitats created throughout the area. Net biodiversity gain and dark skies strategies will reduce impacts.



### SUSTAINABLE MOVEMENT

Walking and cycling will be given priority. Streets will be places for people, not dominated by cars and parking. Parking and public spaces will be adaptable for potential changes in future use.



### ENERGY AND CLIMATE CHANGE

Minimise carbon from construction. Reduce energy use. Maximise energy generation. Provide heating without the need for natural gas.



## Landscape and visual effect

### Present Character

PR6a lies in a gently undulating landscape and mainly comprises arable fields. Field boundaries are defined by hedgerows with some sections of post and wire fencing. The site does not contain or lie within any designation relating to landscape quality.

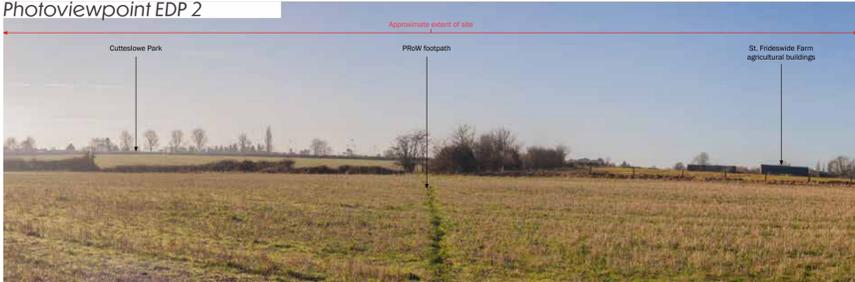
Views out from the eastern side of the site look across the Cherwell Valley. The northern part of the site is dominated by the presence of Water Eaton Park & Ride immediately adjacent to the railway and A34. A high voltage electricity transmission line crosses the northern area. The western boundary is defined by the Oxford Road which is defined by tree and hedgerow planting with the North Oxford Golf Course opposite.



Photoviewpoint EDP 1



Photoviewpoint EDP 2



Photoviewpoint EDP 3



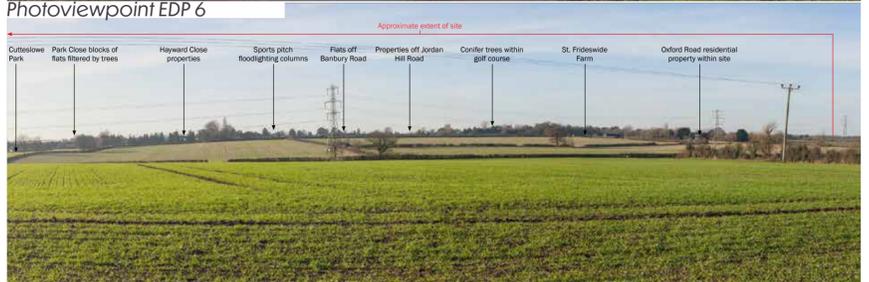
Photoviewpoint EDP 4



Photoviewpoint EDP 5



Photoviewpoint EDP 6



Photoviewpoint EDP 7



Photoviewpoint EDP 8



## Wildlife & habitat

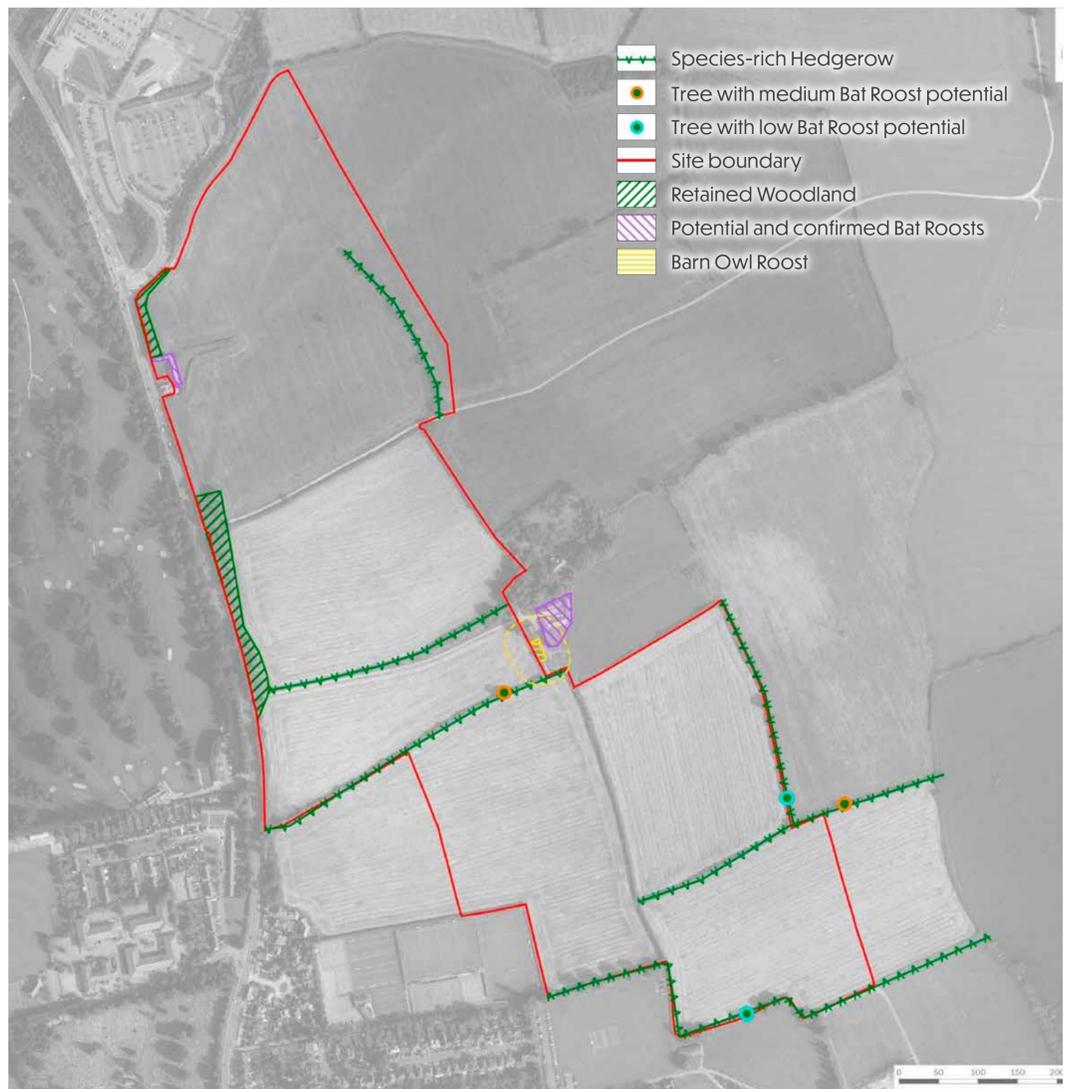
The site is dominated by intensively cultivated arable land with little diversity.

A number of locally valuable habitats are present including mature trees, hedgerows and woodland bands.

Varying species of wildlife has been recorded within the ongoing ecological surveys including a barn owl roost at St Frideswide's Farm. Bat roosts have been confirmed in the site. Breeding birds and farmland birds currently use the site including skylarks.

A detailed tree survey has identified 31 individual trees, 16 groups of trees and 19 hedgerows. Of these:

- 3 are A category trees of high quality;
- 30 are B category trees of moderate quality; and
- 26 are category C trees of low quality.



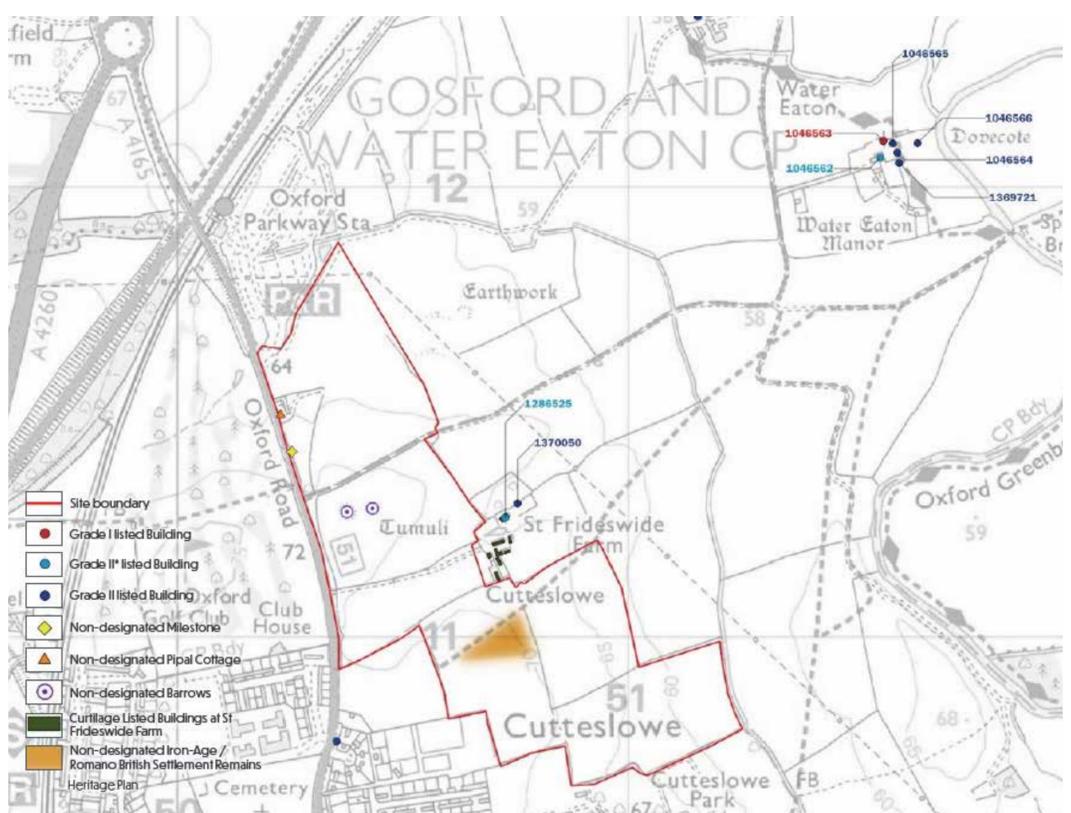
## Heritage

The nearest designated heritage assets comprise the Grade II\* listed St Frideswide's Farmhouse and associated Grade II listed garden wall, to the east.

Remains of two barrows are confirmed south of the bridleway. Our proposed approach is to retain these in situ.

The non-designated Iron-Age settlement remains do not present a development constraint.

Pipal Cottage and the milestone on Oxford Road are not designated and how they are incorporated in to the masterplan is being considered.

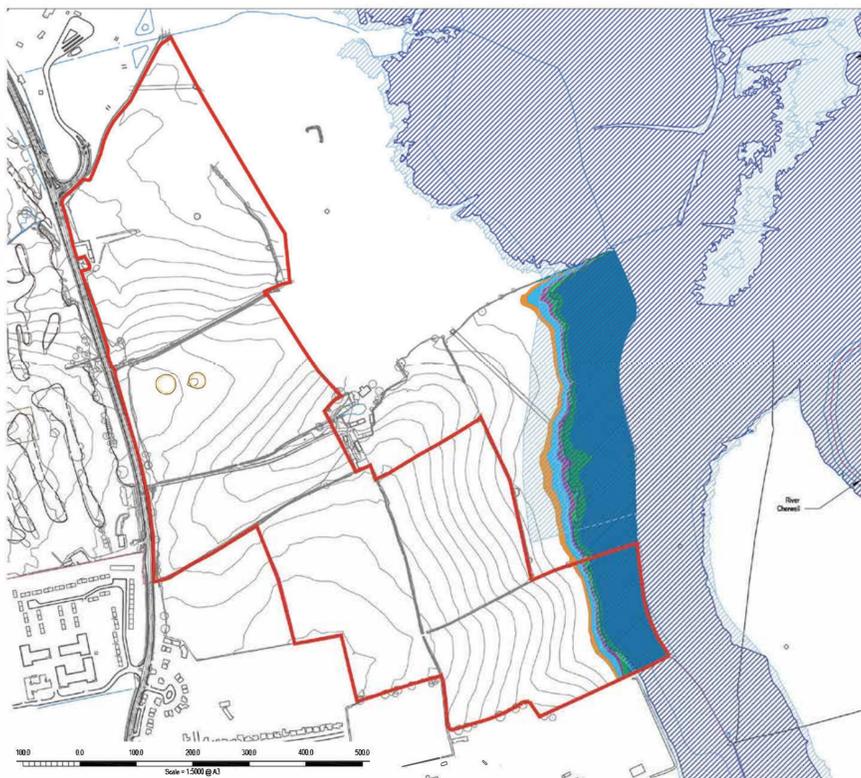


## Flood risk

Most of the site is located in Flood Zone 1 – land with the lowest risk of flooding from existing watercourses.

A small area to the south-east lies in Flood Zone 2 (medium risk) and Flood Zone 3 (high risk). Currently, any homes proposed are located at least 10 metres higher and 300 metres away from the highest modelled flood level.

The area of the site proposed for development is not considered to be at risk of flooding from existing water courses.



Flood Water Plan

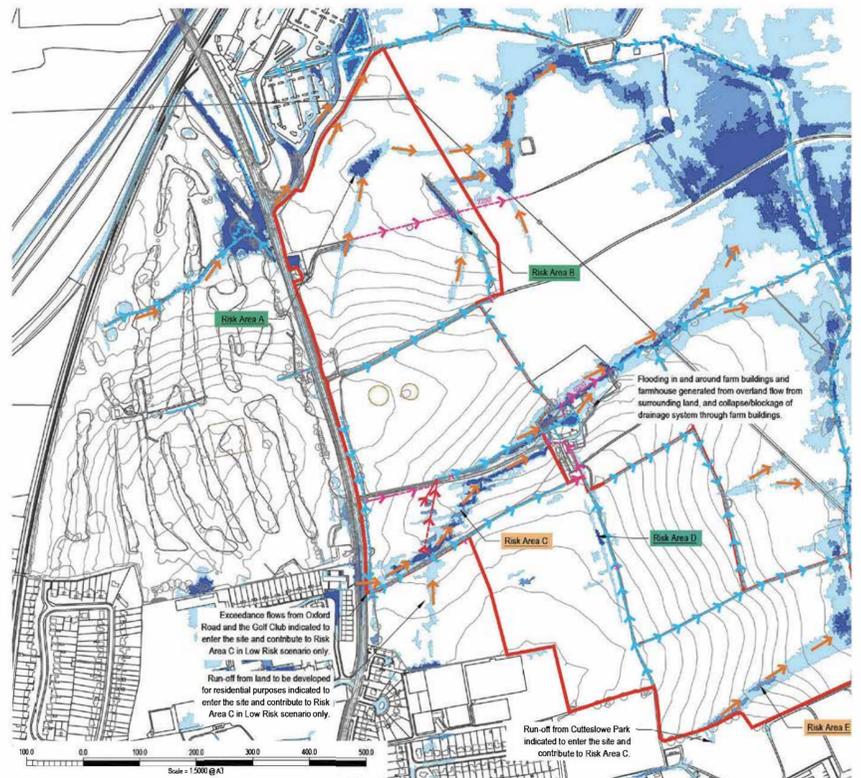
## Water supply

The public records indicate a 16” Thames Water trunk main along the western verge of the A4165, which crosses the road at the entrance to the Park & Ride and continues northwards. It is anticipated that the proposed development could be served by the water supply which currently exists within the A4165 subject to detailed modelling. In response to a pre-planning enquiry in May 2021, Thames Water confirmed capacity within the existing network for around 50 new residential dwellings, however detailed modelling and reinforcement work to the existing water network would be necessary in order to service the development of the whole site.

## Surface water flood risk

The Environment Agency Risk of Flooding from Surface Water map indicates that most of the site is at very low risk of surface water flooding.

Some areas are at varying levels of risk associated from overland exceedance flows which cross the site in times of heavy rainfall. Existing flow routes will be maintained and improved where feasible, and a sustainable drainage system will be utilised within the development. Surface water flood risk to the proposed development is considered low, and development of the site could reduce flood risk downstream where the river Cherwell joins the Thames.



Overland Flood Water Plan

## Foul drainage

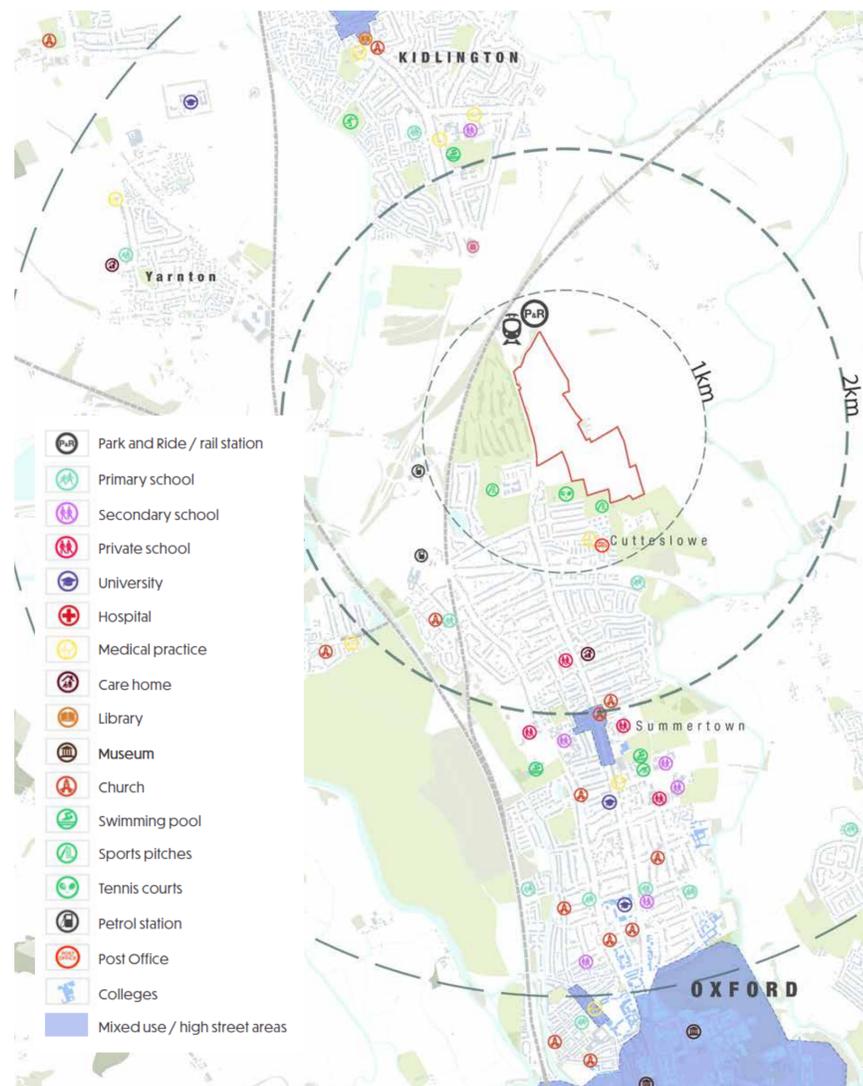
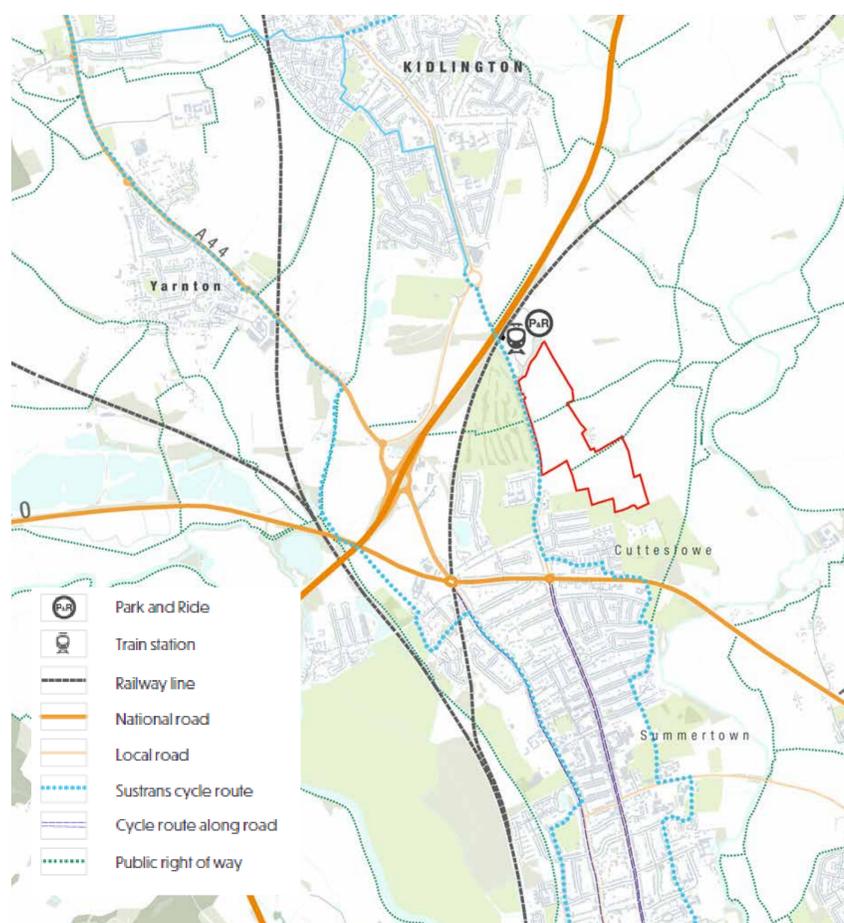
Thames Water has confirmed, following a pre-planning enquiry in May 2021, that reinforcements to the existing foul water network would be necessary in order to facilitate the development of the site. To ensure that the appropriate upgrades are made, Thames Water will need to carry out modelling work, once the site has secured an outline planning consent, to identify where and when reinforcement works will be required. It is envisaged that the site will drain by gravity to a pumped system and all new foul water infrastructure constructed to serve the site will be designed in accordance with Building Regulations and Sewer Design and Construction Guidelines, as appropriate.

## Connectivity

We have reviewed the wider context in relation to how the site is accessed and where people go to for amenities, leisure, retail and work journeys.

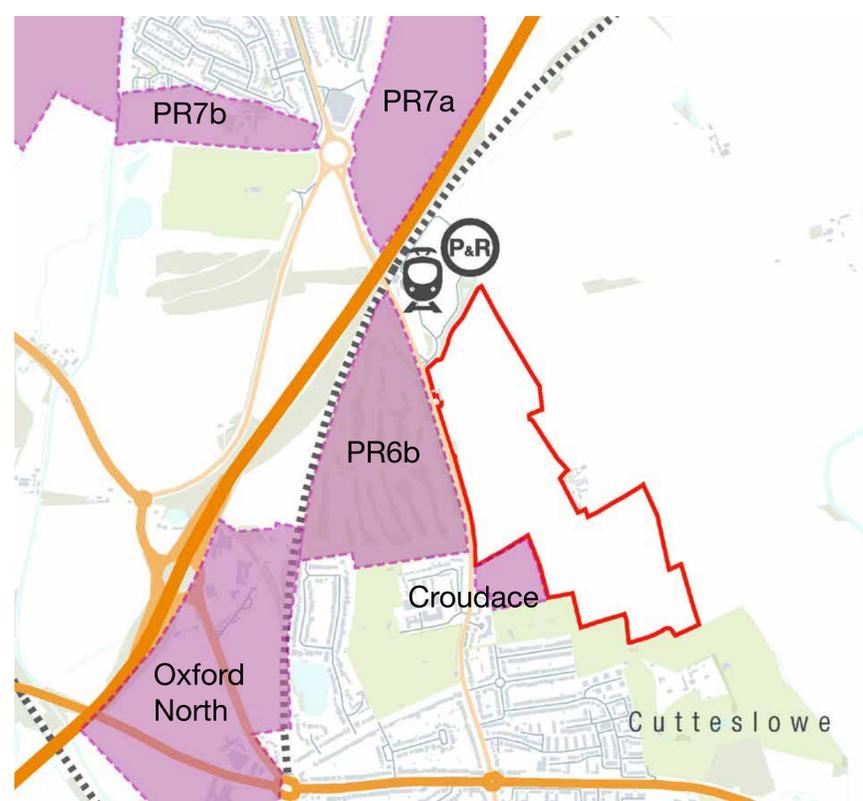
The images set out the location of the site within the wider transport network and demonstrates how well placed it is for alternative, no car, means of travel.

We look to build on this locational advantage to minimise car usage and how we can actively encourage travel by non-car modes.

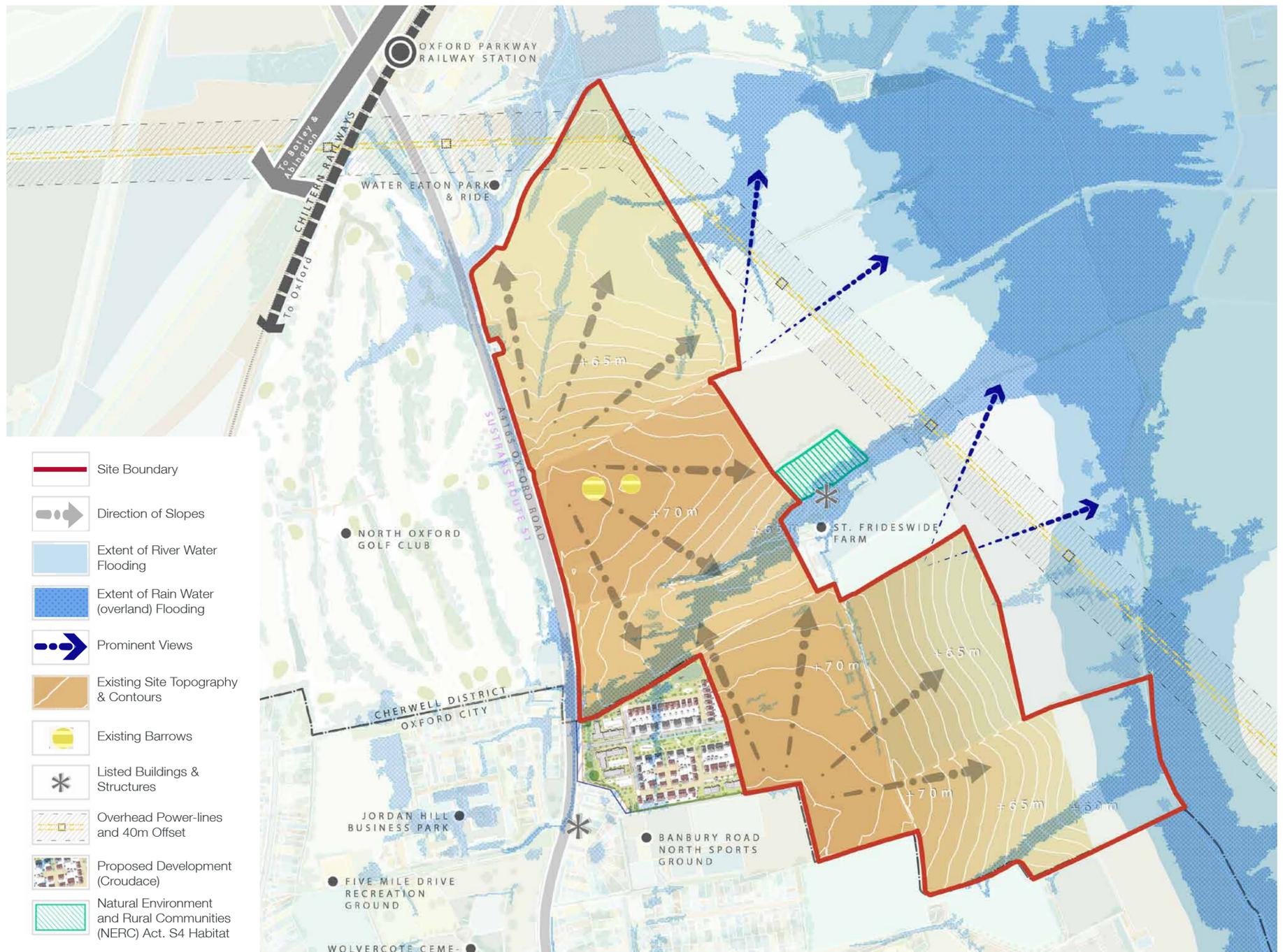


## Other developments

There are a number of other developments happening in the immediate vicinity of the site. Immediately to the west and south, PR6b and the Croudace scheme are proposed. Further afield new development is proposed at Oxford North (predominately employment), Yarnton, Begbroke and Kidlington. The Croudace site is the subject of a current planning application being considered by Oxford City Council. This has been taken into account in designing the initial masterplan.



# SITE ANALYSIS SUMMARY 9



## Summary of key considerations on the site that will impact the masterplan

- Existing buildings (both in and near the site)
  - Stone barns to Oxford Road
  - Pipal Cottage
- Established trees to Oxford Road
- Existing hedgerows within the site and its boundaries
- Potential impact on views from around the site and the Green Belt
- Consideration to the heritage setting of St Frideswide's Farm to the east of the site

- Inclusion of the barrow features in the central part of the site
- Existing overhead powerlines and pylons
- Retention of the existing Public Rights of Way that cross the site
- Consideration to areas of habitat / ecological importance in and close to the site, including the Natural Environment and Rural Communities (NERC) Act S4 Habitat orchard and existing trees.

## Design strategy: Green infrastructure and heritage

The Green Infrastructure and heritage strategy is shown below.

The main heritage assets relating to the site are two barrows (that may be of Saxon origin) together with the listed St Frideswide Farmhouse and wall. The barrows are retained in a green square within the centre of the development.

The orchard to the north of the listed farmhouse is currently used by the local community. This could be extended (albeit outside site defined in the Local Plan) in order to maintain a wide corridor adjacent to the Green Belt edge. Allotments will also be provided.

The surface water drainage strategy will follow the drainage hierarchy and discharge surface water at current rates to existing watercourses. Sustainable Drainage Systems (SuDS) will be integrated throughout the development and with green infrastructure where feasible, in order to attenuate water and

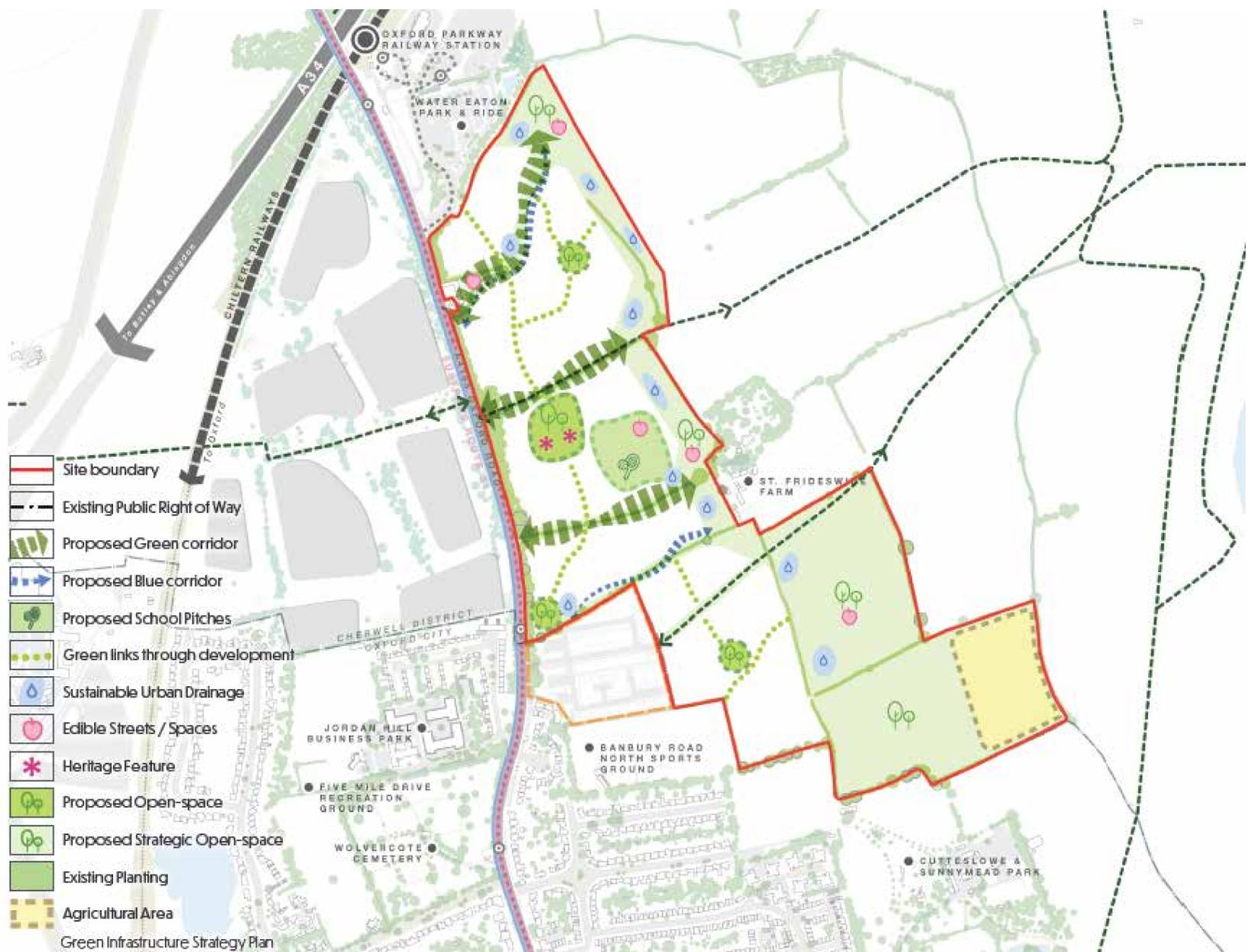
provide amenity, biodiversity and water quality improvements.

The eastern edge of the site is suited for storm water drainage attenuation. A series of ponds, some with permanent water, will provide storm water drainage and new habitats, together with parkland, linking play and contemplation areas with leisure and fitness trails.

East-west green corridors are proposed to run through the site following the routes of existing hedgerows, public rights of way and overland drainage routes, serving multiple functions.

Local play areas will be delivered throughout the development, encouraging activity and socialising.

There is an opportunity for formal sports adjacent to Cutteslowe Park. This is being considered strategically in relation to other 'Partial Review' strategic housing allocation sites, in order to maximise the opportunities from sports provision.



## Design strategy: movement network

### PEDESTRIAN AND CYCLE

North-south pedestrian footways along the Oxford Road will be retained and improved with a scheme in line with latest guidance.

The two existing east-west Public Rights of Way (PRoW) crossing the site are to be retained and incorporated into the scheme. The most northern of the two PRoW provides an onward route to the west of Oxford Road, through allocated site PR6b. A connection between the two PRoW will be made via a controlled crossing over Oxford Road (most likely a Toucan crossing).

Comments from the EbyD strongly favoured a bridge crossing to allow free flowing pedestrian access between the two development sites east and west of the road. In our view, a bridge does not provide for pedestrians first. Instead it favours free-flowing vehicular traffic. A bridge makes pedestrian access more difficult, in particular for less mobile pedestrians and those with buggies or small children.

A network of new footways across the development will create permeability with an alternative pedestrian route linking the urban edge of Oxford and Cutteslowe Park to the Park & Ride / Parkway station and onwards towards Kidlington. The development will bring forward new and improved cycle facilities designed in accordance with latest guidance (LTN 1/20) which will include (subject to agreement with OCC):

- A new southbound cycle lane adjacent to the Oxford Road primarily catering for commuter movements and access to the Park & Ride and Parkway Station. A northbound route is proposed on the western side of the Oxford Road
- A two way cycle route through the site linking the Park & Ride and the Parkway station to the urban area of Oxford with the potential for a link through Cutteslowe Park and onwards to the Cherwell secondary school via the existing A40 cycle over bridge.

Leisure routes will weave their way along the eastern edge of the site, linking amenity areas, play spaces and parkland.

Cycle routes will be accommodated off-carriageway on the primary vehicular street through the site, but in less-trafficked streets will be on street. Tertiary streets will have 'shared space' where pedestrians and cyclists are the dominant users, so that vehicle users drive slowly.



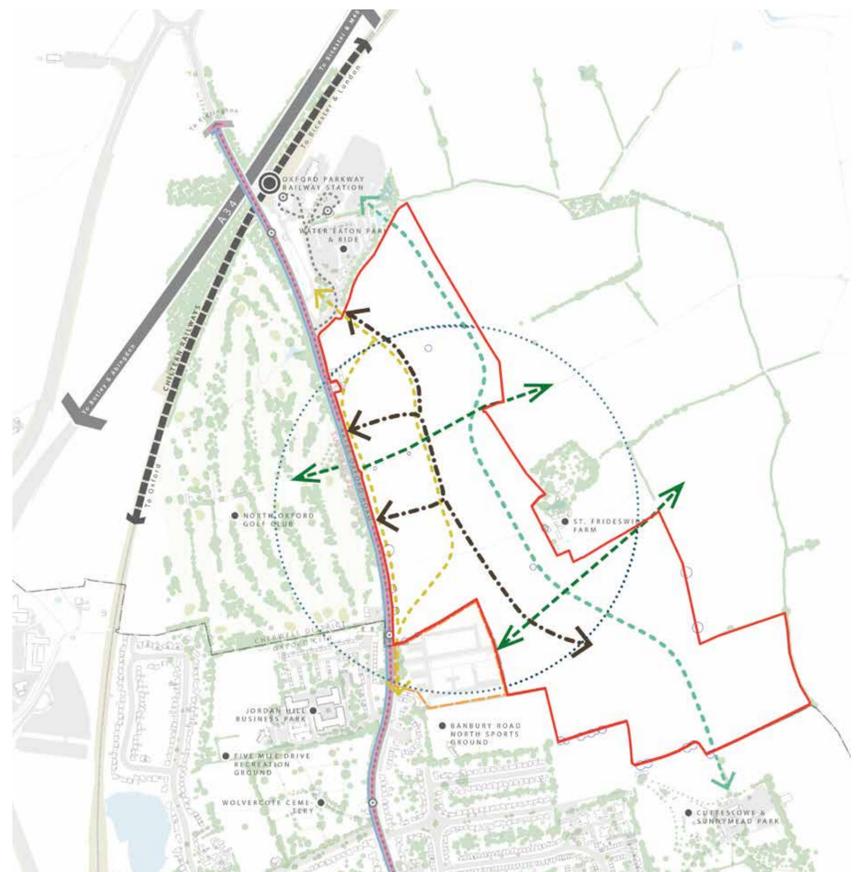
### BUSES AND TRAINS

Buses will continue to run along the Oxford / Banbury Road, with the southbound bus lane improved along the site frontage. New north and south bus stops will be located on the Oxford Road near to the Toucan crossing, local centre and Public Rights of Way. Frequent bus services serve Oxford Road and the Park & Ride / Parkway station. The Parkway station provides rail connections to Oxford city centre, Bicester and London (Marylebone).

### VEHICLES

The Primary access to the site will be via a new four arm signal junction designed to serve both PR6A and PR6B located approximately between the existing St Frideswide Farm and Water Eaton estate accesses. The signal junction provides the opportunity for further direct pedestrian and cycle links across the Oxford Road. The access to St Frideswide Farm and Water Eaton Estate will be further downgraded, but may retain some form of access for use by residents / farm users only.

The Public Right of Way along the Water Eaton estate / Northfield Farm access, is proposed to be retained, if possible, with no vehicular traffic. The use of an alternative route for residents and farm users is under discussion.

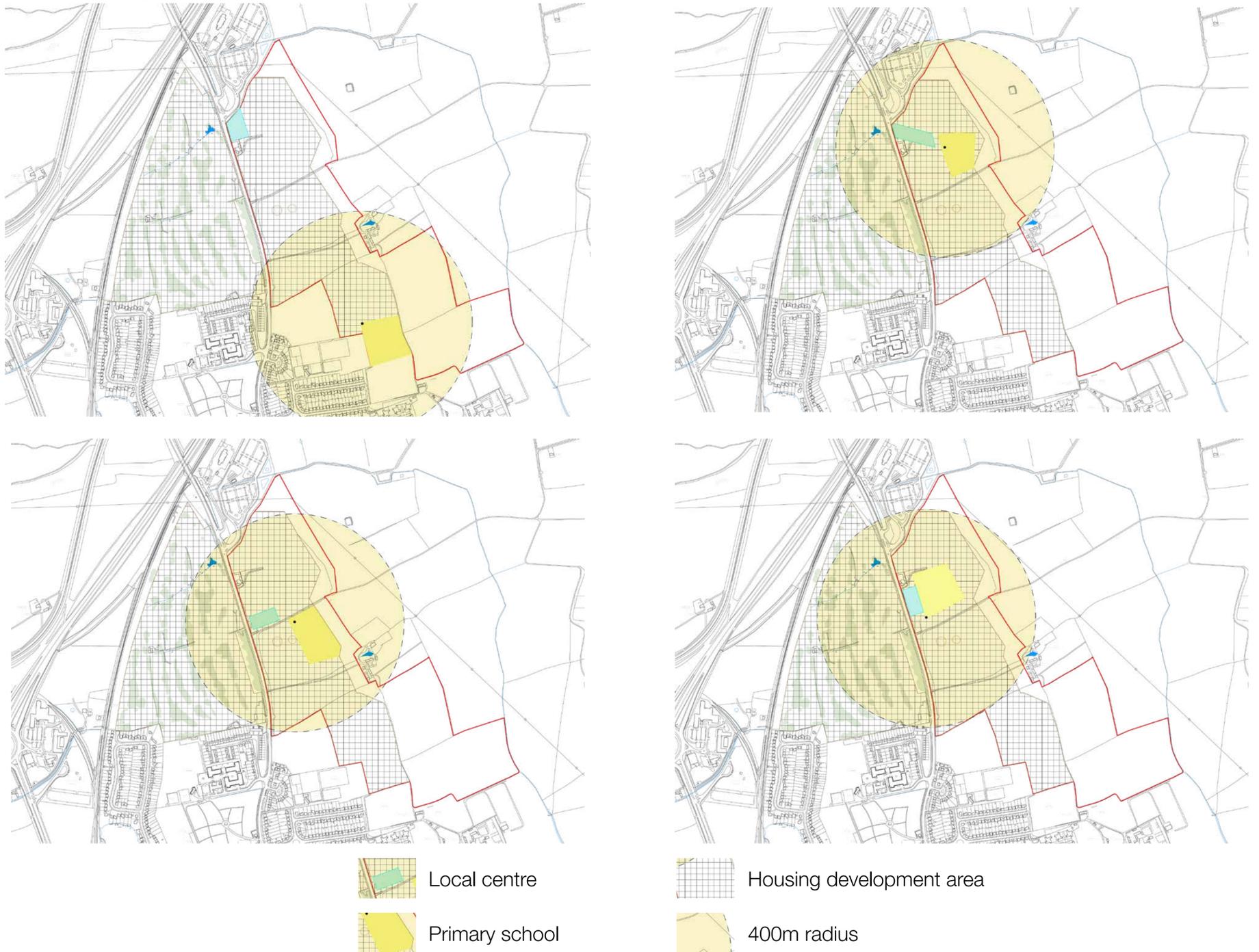


## Design strategy: mix and location of uses

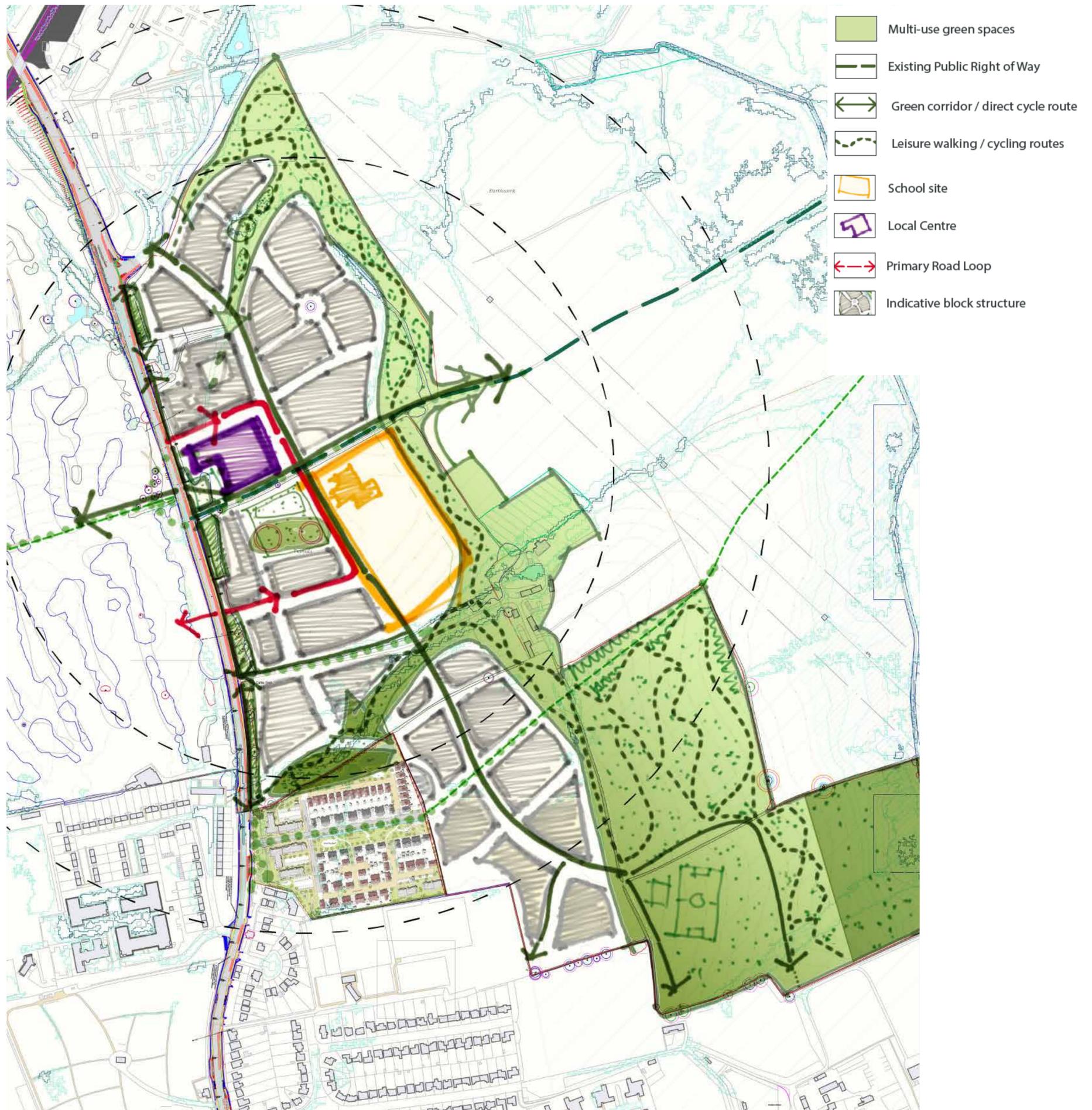
The school and local centre are the largest components of the development. It was agreed at the EbyD event that there were benefits in locating these uses centrally to the site in order to maximise the number of people who will be within a 5-minute walk from these facilities. This will encourage the maximum number of residents from the site (and the site to the west of Oxford Road) to walk or cycle for local trips. Locating the school and local centre together also enables a shared use of facilities such as parking; and potential community uses (for example using the school after school hours or at the weekends). A further benefit is that residents often meet and form ties and friendships at these kind of locations. Maximising the use of the school and local centre in the heart of the site will assist in creating a strong community from the outset. We also propose to ensure that the school and local centre are easily accessible on foot and by bicycle.

There are technical requirements for the layout and siting of the school that need to be considered, and may limit where it can be located. Discussions with the District and County Council are ongoing in this regard.

Studies showing a 400m walking distance from various school locations:

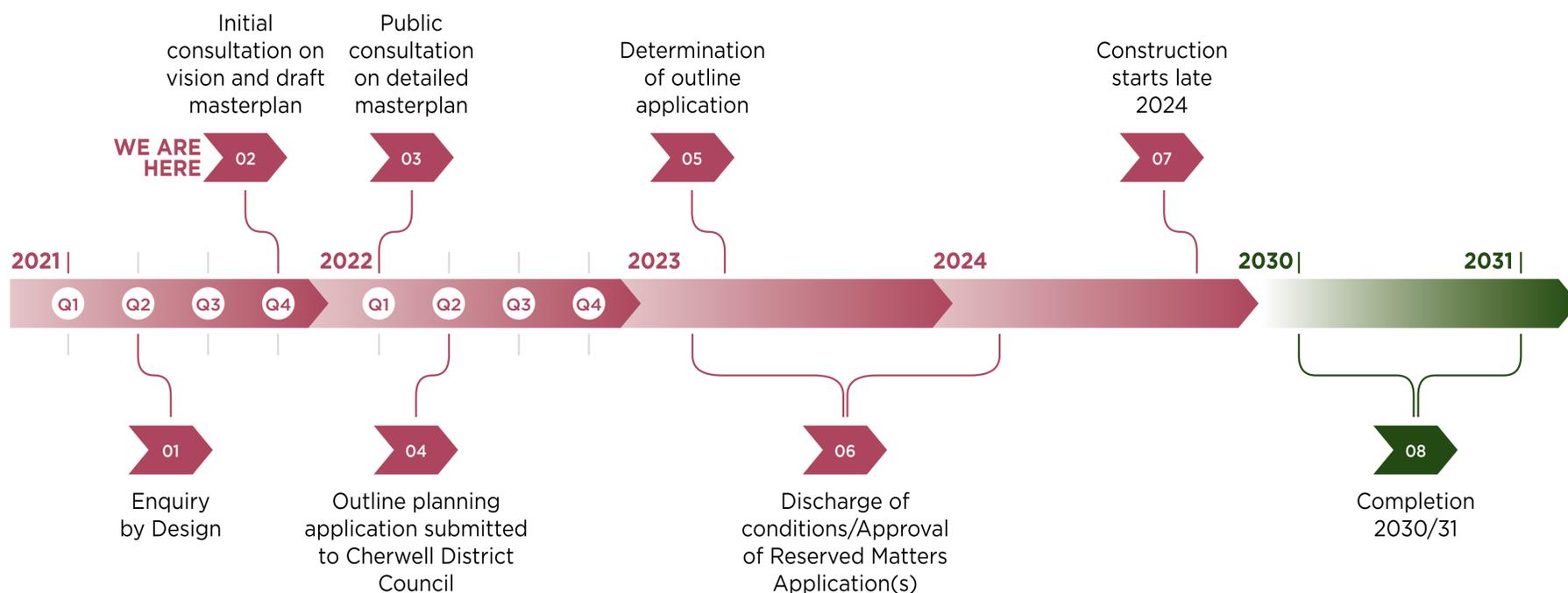


## Draft masterplan resulting from the EbyD event



## Next Steps

The timeline below sets out the next steps for the project as we go through the Outline Planning Application process and what that means for potential build and completion timescales.



## Feedback

You have an important role to play in shaping our proposals for PR6a. We'll consider all the feedback we receive during this initial consultation as we continue to refine the masterplan and proposals for the site.

We would welcome your views and comments on:

1. Our Vision and development principles for PR6a
2. The targets we set and measurement of them
3. Site analysis findings
4. Our draft masterplan
5. The location of the primary school and neighbourhood centre
6. Access to the site and connectivity to and across the site
7. Provision of green infrastructure and open space
8. How we can prioritise health and well being
9. Design and character of the development
10. Proposed naming of the development as 'Water Eaton'
11. Future consultation

You can submit your comments in writing or online.

To submit comments in writing:

- Collect a feedback form from this event
- Provide your comments about our proposals
- Hand your feedback form in at this event
- Post your completed form back to us at: **Freepost RPKG-AZTG-JLJX, Camargue (PR6a), Eagle Tower, Montpellier Drive, Cheltenham, GL50 1TA**
- Letters we receive or emails sent to **PR6a@camargue.uk** will also be considered as feedback.

To submit comments online:

- Go to our website: **www.PR6a.co.uk**
- Fill in your details and provide your comments about our proposals
- Submit this online

**We would like to receive your feedback by 24 October 2021 to ensure that your views are considered in the next stage of the design process.**

**THANK YOU**