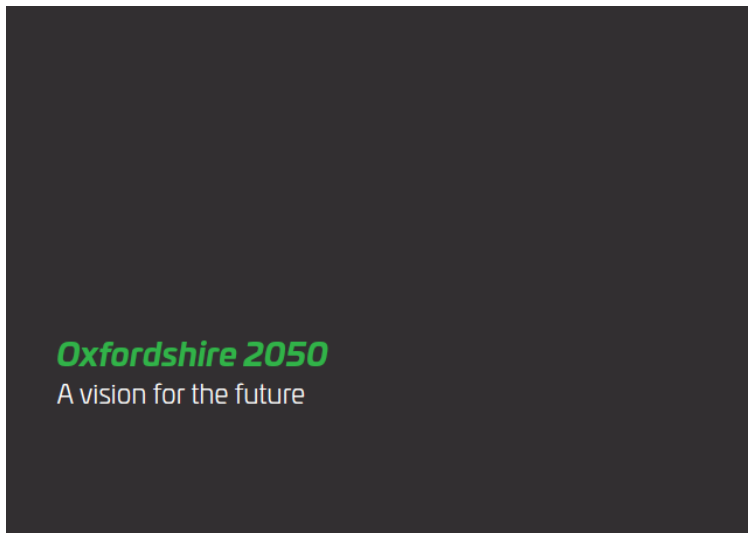


Further response to the National Infrastructure Commission First Mile/Last Mile investigation – Oxford/Oxfordshire

[1] Oxfordshire 2050 Transport Vision - sent separately



[2] What regulatory change would be required to enable capitalisation of transport schemes at feasibility stage?

To follow

[3] What further incentive could work in a local deal to ensure that land is/continues to be brought forward by colleges for development?

- The University Development Framework Plan 2017 has been a joint initiative of all the Oxford colleges working with the City Council and Oxford University and has been prepared and submitted to the City Council to inform the Local Plan preparation and to the NIC. This work has provided a clear understanding of the University and college's growth ambitions and intentions and as an evidence base for that proposed growth. The approach has been welcomed as a means of informing planning and other key policy development being undertaken by partners and it has been agreed that this collaborative way of working should continue and be extended to include the County Council.
- Removing land from the Oxford Green Belt with the potential to form sustainable urban extensions to Oxford to enable sites to be brought forward to meet the specific

requirements of Oxford's housing unmet need, as well as potentially contributing to meeting the housing requirements of those adjoining districts in a sustainable manner.

- This is already being addressed by a number of the colleges, who have been promoting various sites since the early 2000s, specific examples being: Magdalen land south of Grenoble Road which sits in South Oxfordshire; Brasenose land at Northfield in South Oxfordshire; Christ Church land at Bayswater, Barton to the north-east of the city and which also sits in South Oxfordshire; University and college land at North Oxford which sits in Cherwell and the City; land at Begbroke and Yarnton which is University and college land and sits in Cherwell; and Merton land at Cumnor which sits in the Vale.
- Some of these sites have now been identified in the Partial Review of the Cherwell District Council Local Plan 2011-2031 (Part 1) Proposed Submission, and representations will continue to be made, with close co-ordination between the relevant University and college interests to ensure comprehensive delivery.
- The University and colleges have also been submitting representations to Oxford City Council on its Local Plan 2036 Preferred Options Consultation.
- Specific policies are being considered (where these would deliver additionality, affordable accommodation in perpetuity and met the needs of a diagonal cross section of the workforce) around the requirement for affordable housing for social rent if the University or colleges develop land in their ownership for their own purposes providing accommodation for students and/or staff. It is considered that such a development could be an intermediate form of affordable housing for rent, contributing to meeting the City's and Cherwell's overall housing need.
- Consistency in approach on such matters across the City and the Oxfordshire districts.
- Greater use of Local Development Orders to enable developments on the larger sites to come forward more quickly and flexibly (provided there is the upfront investment in the staff capacity needed to deliver these within the councils).
- In terms of transport, a local deal guaranteeing investment in and delivery of the transport infrastructure. Measures such as: the provision of passenger services on the Cowley branch line; provision of a new station at Kidlington; enhanced people carrying capacity on the A34/Oxford by-pass and along key routes into Oxford from the north, including the A40 and A44, is of particular and urgent importance in order to facilitate growth in a sustainable and comprehensive manner. Such measures also ensure integration of the city in its expanded form of the Oxford-Cambridge corridor infrastructure improvements, both East-West Rail and Expressway.

[4] Is there further potential to make better use of Oxford Airport?

In the adopted Cherwell Local Plan part one (2011-2031) adopted in July 2015 there is agreement that land for further development of the business park which adjoins the flying field should be released from the Green Belt, due to the economic importance of the Airport. The precise boundary is to be confirmed through the Local Plan part two and a published Green Belt study that informs the Local Plan Partial Review provides the evidential

base for taking this work forwards. The Airport has prepared a detailed Masterplan which sets out its development plans which will follow the enhancement of its planning status.

The Airport occupies a significant position on the A44 North West of and close to the University of Oxford research centre at Begbroke. The Airport provides significant airfreight services that support BMW in Oxford and the wider High Performance Engineering sector across the County and beyond, given the relative proximity of Silverstone and the Formula One companies and their supply chains. The Airport also provides flying school and air support services.

Access to the Airport from Oxford City and the wider region is due to be enhanced with the improvements planned to the A44 and the new Park and Ride facility planned at the NW of the airfield. New rapid bus connections into the City and to the Oxford Parkway station will improve its connectivity and enable the services provided by the airport to be enhanced.