OXFORDSHIRE
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Notice of a Meeting

Growth & Infrastructure Scrutiny Committee
Thursday, 13 May 2010 at 10.00 am
County Hall

Membership

Chairman -
Deputy Chairman - Councillor David Nimmo-Smith

Councillors:		
Roger Belson	Charles Mathew	John Tanner
Michael Gibbard	Anne Purse	David Turner
Pete Handley	Keith Strangwood	Nicholas P. Turner

Notes: *Venue: Committee Rooms 1&2*
             Date of next meeting: 29 July 2010

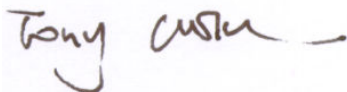**What does this Committee review or scrutinise?**
- Transport; highways; traffic and parking; road safety (those areas not covered by the Safer & Stronger Communities Scrutiny Committee); public passenger transport
- Regional planning and local development framework; economic development; waste management; environmental management; archaeology; access to the countryside; tourism
- The planning, highways, rights of way and commons/village greens functions of the Planning & Regulation Committee

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How can I have my say?
We welcome the views of the community on any issues in relation to the responsibilities of this Committee. Members of the public may ask to speak on any item on the agenda or may suggest matters which they would like the Committee to look at. **Requests to speak must be submitted to the Committee Officer below no later than 9 am on the working day before the date of the meeting.**

For more information about this Committee please contact:

Chairman   -

Committee Officer   -   *Sue Whitehead, Tel: (01865) 8102625904*
                                             sue.whitehead@oxfordshire.gov.uk

Tony Cloke
Assistant Head of Legal & Democratic Services   May 2010

About the County Council

The Oxfordshire County Council is made up of 74 councillors who are democratically elected every four years. The Council provides a range of services to Oxfordshire's 630,000 residents. These include:

schools	social & health care	libraries and museums
the fire service	roads	trading standards
land use	transport planning	waste management

Each year the Council manages £0.9 billion of public money in providing these services. Most decisions are taken by a Cabinet of 9 Councillors, which makes decisions about service priorities and spending. Some decisions will now be delegated to individual members of the Cabinet.

About Scrutiny

Scrutiny is about:
- Providing a challenge to the Cabinet
- Examining how well the Cabinet and the Authority are performing
- Influencing the Cabinet on decisions that affect local people
- Helping the Cabinet to develop Council policies
- Representing the community in Council decision making
- Promoting joined up working across the authority's work and with partners

Scrutiny is NOT about:
- Making day to day service decisions
- Investigating individual complaints.

What does this Committee do?

The Committee meets up to 6 times a year or more. It develops a work programme, which lists the issues it plans to investigate. These investigations can include whole committee investigations undertaken during the meeting, or reviews by a panel of members doing research and talking to lots of people outside of the meeting. Once an investigation is completed the Committee provides its advice to the Cabinet, the full Council or other scrutiny committees. Meetings are open to the public and all reports are available to the public unless exempt or confidential, when the items would be considered in closed session

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If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, giving as much notice as possible before the meeting

A hearing loop is available at County Hall.

AGENDA

1. **Election of Chairman for the 2010/11 Council Year**

2. **Election of Deputy Chairman for the 2010/11 Council Year**

3. **Apologies for Absence and Temporary Appointments**

4. **Declarations of Interest - see guidance note on the back page**

5. **Minutes** (Pages 1 - 6)

   To approve the minutes of the meeting held on 10 March 2010 (**GI5**) and to note for information any matters arising on them.

6. **Speaking to or petitioning the Committee**

SCRUTINY MATTERS

To consider matters where the Committee can provide a challenge to the work of the Authority

7. **Oxfordshire County Council Carbon Management** (Pages 7 - 10)

   Report by Head of Sustainable Development (**GI7**).

   Contact Officer: Susan Kent, Environment & Climate Change Manager (tel. 01865 815089)

   The report provides an overview of what Oxfordshire County Council is doing to hit its carbon reduction targets, and how it is looking to address the new financial and legislative drivers to hit current and future carbon reduction targets.

   10:10 am Presentation by Susan Kent.

   10:20 am Select Committee question and answer session.

   The Scrutiny Committee is invited to:

   (a)   note the work conducted by the carbon management programme over the past six months;

   (b)   advise on planned work, particularly with regard to:

         (1)   converting 14,000 street lights to part-night lighting;

         (2)   developing a Schools Carbon Reduction Strategy;

(c)   appoint a task group to consider further and report back.

8.   The County Council's Arrangements for Winter Maintenance of Roads and Footways (Snow Review)

11:20 am

Update by Councillor Rodney Rose, Cabinet Member for Transport.

Contact Officer: Steve Howell, Head of Transport (tel. 01865 815845)

The Committee is invited to discuss and comment to the Cabinet Member for Transport, and to give further consideration at the next meeting.

9.   Local Transport Plan 3

12 noon

On 10 March 2010 the Scrutiny Committee considered a report of the Local Transport Plan 3 Scrutiny Working Group and the report to Cabinet entitled Local Transport Plan 2011-2030 Draft Policies. The Committee referred points and queries raised during discussion to the Cabinet Member for Growth & Infrastructure.

On 16 March 2010 the Cabinet approved policies as the basis for the development of a draft Local Transport Plan and noted the timetable for the completion of the Plan.

Councillor David Nimmo-Smith (for the Working Group) will update the Committee.

The Committee is invited to discuss and comment to the Cabinet Member for Growth & Infrastructure.

10. Homes & Communities Agency Single Conversion: Local Investment Plan (LIP) (Pages 11 - 56)

12:40 pm

Contact Officer: Ian Walker, Spatial Planning Manager (tel. 01865 815588)

On 10 March 2010 the Scrutiny Committee considered a report to Cabinet entitled Homes & Communities Agency Single Conversation: Local Investment Plan (GI5) and referred points and queries raised during discussion to the Cabinet Member for Growth & Infrastructure.

On 16 March 2010 the Cabinet resolved to delegate to the Head of Sustainable Development in consultation with the Leader of the Council and the Cabinet Member for Growth & Infrastructure authority to agree to and sign off the final Local Investment Plan. The Cabinet Member for Growth & Infrastructure undertook to update the Growth & Infrastructure Scrutiny Committee as work progressed.

The Committee asked that the final document (the LIP) be brought back for information.

The main document is attached (**GI10**) and the appendices are available from the contact officer upon request.

The Committee is invited to note the Cabinet decision and receive an update from the Cabinet Member for Growth & Infrastructure.

BUSINESS PLANNING

To consider future work items for the Committee

11. Forward Plan

12:55 pm

The Committee is asked to suggest items from the current Forward Plan on which it may wish to have an opportunity to offer advice to the Cabinet before any decision is taken, together with details of what it thinks could be achieved by looking at any items.

INFORMATION SHARE

Listed below is a report for information that may be of interest to Members for noting only.

12. Finmere Quarry

13:00 pm

Update by Councillor Michael Gibbard.

13. Close of Meeting

Declarations of Interest

This note briefly summarises the position on interests which you must declare at the meeting. Please refer to the Members' Code of Conduct in Part 9.1 of the Constitution for a fuller description.

The duty to declare …
You must always declare any "personal interest" in a matter under consideration, ie where the matter affects (either positively or negatively):
(i)   any of the financial and other interests which you are required to notify for inclusion in the statutory Register of Members' Interests; or
(ii)   your own well-being or financial position or that of any member of your family or any person with whom you have a close association more than it would affect other people in the County.

Whose interests are included …
"Member of your family" in (ii) above includes spouses and partners and other relatives' spouses and partners, and extends to the employment and investment interests of relatives and friends and their involvement in other bodies of various descriptions. For a full list of what "relative" covers, please see the Code of Conduct.

When and what to declare …
The best time to make any declaration is under the agenda item "Declarations of Interest". Under the Code you must declare not later than at the start of the item concerned or (if different) as soon as the interest "becomes apparent".
In making a declaration you must state the nature of the interest.

Taking part if you have an interest …
Having made a declaration you may still take part in the debate and vote on the matter unless your personal interest is also a "prejudicial" interest.

"Prejudicial" interests …
A prejudicial interest is one which a member of the public knowing the relevant facts would think so significant as to be likely to affect your judgment of the public interest.

What to do if your interest is prejudicial …
If you have a prejudicial interest in any matter under consideration, you may remain in the room but only for the purpose of making representations, answering questions or giving evidence relating to the matter under consideration, provided that the public are also allowed to attend the meeting for the same purpose, whether under a statutory right or otherwise.

Exceptions …
There are a few circumstances where you may regard yourself as not having a prejudicial interest or may participate even though you may have one. These, together with other rules about participation in the case of a prejudicial interest, are set out in paragraphs 10 – 12 of the Code.

Seeking Advice …
It is your responsibility to decide whether any of these provisions apply to you in particular circumstances, but you may wish to seek the advice of the Monitoring Officer before the meeting.

GROWTH & INFRASTRUCTURE SCRUTINY COMMITTEE

MINUTES of the meeting held on Wednesday, 10 March 2010 commencing at 10.00 am and finishing at 11.55 am.

Present:

Voting Members:	Councillor Patrick Greene – in the Chair
	Councillor David Nimmo-Smith (Deputy Chairman)
	Councillor Lorraine Lindsay-Gale
	Councillor Charles Mathew
	Councillor Anne Purse
	Councillor Keith Strangwood
	Councillor John Tanner
	Councillor David Turner
	Councillor Nicholas P. Turner
	Councillor Melinda Tilley (in place of Councillor Michael Gibbard)
Other Members in Attendance:	Councillor Ian Hudspeth (for Agenda Items 5 and 6)
By Invitation:	
Officers:	
Whole of meeting	
	C. Brodie-Levinsohn (Corporate Core), S. Whitehead (Corporate Core)
Part of meeting	
Agenda Item	**Officer Attending**
5	J. Disley (Transport Policy & Strategy), Katie Pritchett (Corporate Core)

The Scrutiny Committee considered the matters, reports and recommendations contained or referred to in the agenda for the meeting together with a schedule of addenda tabled at the meeting and agreed as set out below. Copies of the agenda, reports and schedule are attached to the signed Minutes.

9/10   APOLOGIES FOR ABSENCE AND TEMPORARY APPOINTMENTS
(Agenda No. 1)

An apology for absence was received from Councillor Michael Gibbard for whom Councillor Melinda Tilley substituted.

10/10   MINUTES
(Agenda No. 3)

The Minutes of the meeting held on 17 February 2010 were approved and signed subject to the correction to the list of those present to show that Councillor David Turner was in attendance and that Councillor Belson was a temporary appointment replacing Councillor Nicholas Turner and not Councillor David Turner as indicated.

Following comments from Councillor Mathew in relation to the Flooding Review it was agreed that a list of comments being gathered by Councillor Mathew on the maps provided by the Environment Agency (and available on their web site) be circulated to members of the Committee.

11/10   LOCAL TRANSPORT PLAN 3
(Agenda No. 5)

The Scrutiny Committee considered a report of the Local Transport Plan 3 Scrutiny Working Group and the report to Cabinet entitled Local Transport Plan 2011-2030 Draft Policies. On the suggestion of the Chairman it was agreed that the following points and queries raised during discussion be referred to the Cabinet Member for Growth & Infrastructure.

(A)   Report of the Local Transport Plan 3 Scrutiny Working Group

(1)   Committee Members queried how the Council would handle expectation in the towns and villages created by the consultation on the long list. The Cabinet Member for Growth & Infrastructure and officers acknowledged the importance of managing expectations, particularly in the current financial climate. To this end prioritisation criteria had been set up in a very robust way. The LTP 3 was a very long term programme and it was important to find out people's aspirations. There was general recognition that the process of consultation on the long list of schemes had been valuable. It would be important to be very clear about the status of projects going forward and vital that people were kept informed.

(2)   Councillor Nimmo-Smith asked how the policy review would match with the local expectations generated by the scheme level planning. In the light of the document Councillor Strangwood queried where Members could best put their hopes for schemes important to their local residents, such as the Banbury Relief Road. He suggested that a map plan of where the Banbury Southern Relief Road would actually go, should be drawn up and circulated to the local planning authority, to prevent development being undertaken in the proposed path of any future relief road.

(3)   Katie Pritchett Consultation Officer explained some of the factors that the Committee could consider during roadshows as suggested in the report and in particular :

- The purpose of the exhibition or roadshow – would it be to both consult and inform
- The amount of time that was to be dedicated to the event(s)
- The type of feedback that would be sought – Written, structured feedback made it easier to analyse the information coming back.
- Locations.
- The focus Members might wish to give to the roadshows. LTP 3 was large and there may be key issues that Members would wish to focus on.

(4)   Members supported the value of roadshows. Councillor Purse felt that even if people had not attended an event there was benefit in the publicity that surrounded them. It was vital that people in rural areas knew what was happening.

(5)   Members discussed the possible location of any roadshows. Councillor Hudspeth agreed that rural areas in particular could be challenging to arrange but even in Oxford City there would be differences between areas. He queried whether Area Forums would be useful and stressed the role of County Councillors in getting the message out. There was some suggestion that the 14 localities could be used to inform the choice of venues. Councillor Tanner referred to the need to be aware of public transport difficulties. Councillor Tilley commented that a very successful consultation exercise had recently taken place at Stanford-in-the –Vale Village Hall.

(6)   In discussing publicity Councillor Turner suggested the use of parish magazines who he felt would be happy to include information if it was provided to them. Councillor Nicholas Turner stressed the importance of making good use of the web site. In urban areas he felt that shopping precincts were the ideal place for a road show as that was where people went.

(7)   Responding to a query from Councillor Turner the Committee was advised that work was ongoing to produce the long list and Members would be advised when it was ready. Existing schemes had been the starting point for the list including those from 2006 but members should raise any apparent omissions once the list was available.

(8)   Councillor Mathew asked that consideration be given to the planning role of the highways authority to ensure consistency in consultation.

(9)   Members referred to schemes of importance to their local areas, including the Banbury Relief Road; the duelling of the A420 and Marcham Bypass. Councillor Hudspeth referred to the bid process for large schemes over £5m. Bids took a great deal of officer resources. Councillor Nicholas Turner felt that in order to make such large schemes a serious proposition funds should be allocated for officer resources to work up the detail. He believed that it was important that, even on bigger schemes, work should be done to set them on a map so they became fact. For example with regard to the Banbury Relief Road this would ensure that there was no development on the route that would block it and open the possibility of phased development. It would also give the opportunity to lobby central government for funding for it. There was a danger

that without the commitment to plan the scheme then land would be built on and the opportunity lost.

(10) Responding to a query from Councillor Nimmo-Smith the Committee was given assurances that feedback on the overarching policies would be taken account of.

The Chairman summed up the comments made and stated that the Committee in noting the report had noted that the long list of schemes carried a health warning. In considering the roadshows the Committee felt that they should be widely publicised, focus on key issues but take in consultation on transport detail and make use of the existing town and parish councils.

(B)   Local Transport Plan 2011-2030 Draft Policies

Members generally welcomed the report.

(1)   It was noted that the report was a summary and that Annex 2 was a modified list taking into account stakeholder consultation, including the comments of the LTP3 Scrutiny Working Group.

(2)   Responding to a query from Councillor Nimmo-Smith the Committee was given assurances that external feedback on the overarching policies would be taken account of. An addenda would be submitted to Cabinet.

(3)   The Chairman felt strongly that Cabinet Members should consider the full detail included in the policies themselves and not only the summary report. The detailed policies were available to all Councillors and the Councillor Hudspeth undertook to raise the point made by the Chairman with his Cabinet colleagues.

(4)   Councillor Tanner commented that hard decisions would need to be made on the schemes to be undertaken and commended the goals agreed by Cabinet as set out in the report. They would help the prioritisation process and he hoped that Councillors would use the goals when looking at schemes they were putting forward. He felt that the goals should be prioritised and referred to the process undertaken by NAG's that asked the public not just what they wanted but also to prioritise what they wanted most and least.

(5)   Councillor Nicholas Turner suggested that policy ND1 would be an appropriate place to incorporate reference to planning for specific routes.

(6)   Councillor Nicholas Turner felt that there should be some reference to the proposed high speed rail link. Councillor David Turner commented that improving rail links was a very long term project and referred to the work on upgrading the Cotswold Line. This had taken 15 years and consultants had been paid for to undertake preparatory work.

(7)   Councillor David Turner asked that there be reconsideration of using Park & Ride facilities as a destination for buses from the villages, improving their

services and taking buses out of the centre. Councillor Mathew commented that it was his belief that all cross country buses should be start from the Park & Ride.

(8)   Councillor Hudspeth responding to a query from Councillor David Turner about support for public transport services to hospitals undertook to discuss the matter with him outside the meeting.

(9)   Responding to comments from Councillor Purse about AT2, The Cabinet Member undertook to look again at the wording.

(10)   Councillor Mathew asked that in referring to bridle paths and other public rights of way the safety of horses be included.

12/10   HOMES & COMMUNITIES AGENCY SINGLE CONVERSATION:LOCAL INVESTMENT PLAN (CIL)
(Agenda No. 6)

The Scrutiny Committee considered a report to Cabinet entitled Homes & Communities Agency Single Conversation: Local Investment Plan. On the suggestion of the Chairman it was agreed that the following points and queries raised during discussion be referred to the Cabinet Member for Growth & Infrastructure.

(1)   Councillor Tanner welcomed the report, commenting that the economic drivers set out in it would help to focus resources and avoid duplication.

(2)   Councillor Nicholas Turner welcomed the prioritisation of sites at a strategic level but stressed that it must be a living document responding to changes.

(3)   Ian Walker, responding to a query from Councillor Mathew clarified the layout of the columns and undertook to ensure that the final document was clear. With reference to the inclusion of some schemes under more than one category an amended list would be submitted to Cabinet. It was agreed that this amended list be circulated to Committee Members.

(4)   Councillor David Turner commented that the report was to be signed off outside the Cabinet meeting and queried whether there would be another opportunity for call in by this Committee. Councillor Purse asked whether this was the last opportunity for the Committee to see the document. The committee officer undertook to confirm that there was no right of call in at sign off stage. It was agreed that the final document be brought back to the Committee for information.

(5)   Councillor Nimmo-Smith felt that the devil would be in the detail behind the document and was advised that the detail was to be developed through the Local Investment Agreement.

13/10 FORWARD PLAN
(Agenda No. 7)

No forward plan items were identified for future consideration.

14/10 WORK PROGRAMME
(Agenda No. 8)

It was noted that an updated work programme would be circulated and that the following items were included/under consideration:

- The County Council's arrangements for winter maintenance of roads and footways (Snow Review)
- Wind power – discussion ongoing with Councillor Lindsay-Gale
- Carbon Management
- Bio Diversity
- LTP3 - October

.... in the Chair

Date of signing

....

Division(s): N/A

GROWTH & INFRASTRUCTURE SCRUTINY

OXFORDSHIRE COUNTY COUNCIL CARBON MANAGEMENT

Report by Head of Sustainable Development

Introduction

1. This report provides an overview of what Oxfordshire County Council is doing to hit its carbon reduction targets, and how it is looking to address the new financial and legislative drivers to hit current and future carbon reduction targets.

Oxfordshire County Council's Carbon Targets

2. Over the past couple of years Oxfordshire County Council has been working towards two complementary carbon reduction targets:

    - The first is the Carbon Management Programme's 18% carbon reduction by March 2012 target (based on 2005/6 emissions) launched in 2007.
    - The second target is the National Indicator 185 Local Area Agreement target which the council signed up to with the five district councils in 2008. The NI185 target looks to achieve an overall 6% carbon reduction across all the councils' activity by March 2011 (based on 2008/9 emissions). Although this target was agreed after the 18% target was established, it is in line with the county council's existing action plans to reduce carbon emissions.

Carbon Management Programme

3. In 2007 the county council launched the Carbon Management Programme and associated 18% carbon reduction target. The Carbon Management Strategy and Implementation Plan (SIP) details how the county council can achieve the target within the 5 years. Within the SIP is an overarching action plan which is reviewed on an annual basis enabling resources to be focused on carbon reduction activities.

4. To meet these targets the work that the county council has undertaken has focussed on:

    - Improving energy management within **buildings**
    - Improving the efficiency of **ICT equipment**
    - Improving the energy efficiency of our **street lighting**
    - Reducing car mileage **travelled at work**
    - Reducing **waste** going to landfill from our buildings

5. Some achievements in the various areas during 2009/10 include:
   - Reduced lamp wattages in new installations, installation of reduced operational times of photo cells, part night lighting, installed LED lamps in zebra crossings and illuminated signs reducing the carbon footprint from the 'street lighting'.
   - The development of Samuelson House (a new County Council office building) has achieved BREEAM (Building Research Establishment Environmental Assessment Method) excellent status. This means that the building has one of the highest building sustainability standards; solar panels, rain water harvesting and zoned lighting are all in place on site.
   - A trial of 4 BMW electric minis at County Hall, reducing carbon from mileage travelled at work
   - Installation of more efficient equipment such as boilers and upgraded lighting within schools
   - The launch of a schools climate change video designed and filmed by 2 Oxfordshire schools
   - The launch of the new energy bus, as part of the Energy Busters Project going out to schools
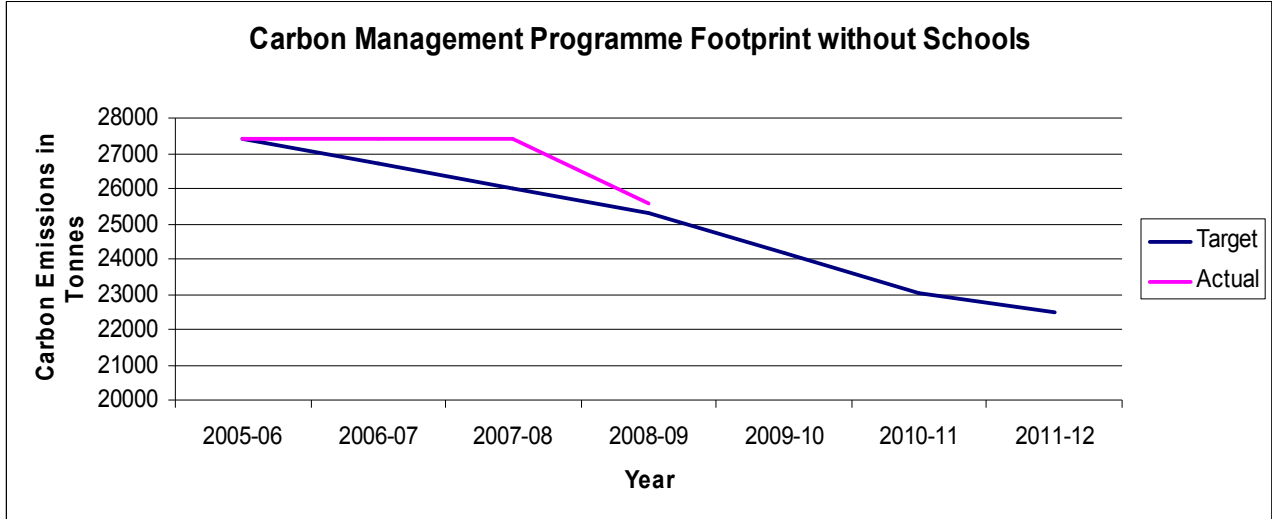
Progress against the targets

6. According to 2008/09 figures the county council is not on schedule to hit the 18% carbon reduction target if that target is applied to the whole of the council's property portfolio. Carbon emissions during 2008/09 actually increased from 2007/08 figures. This increase is attributable to a cold winter and schools increasing their carbon emissions primarily due to responding to external pressures such as the demand for longer opening hours and a significant increase in ICT (chart 1).
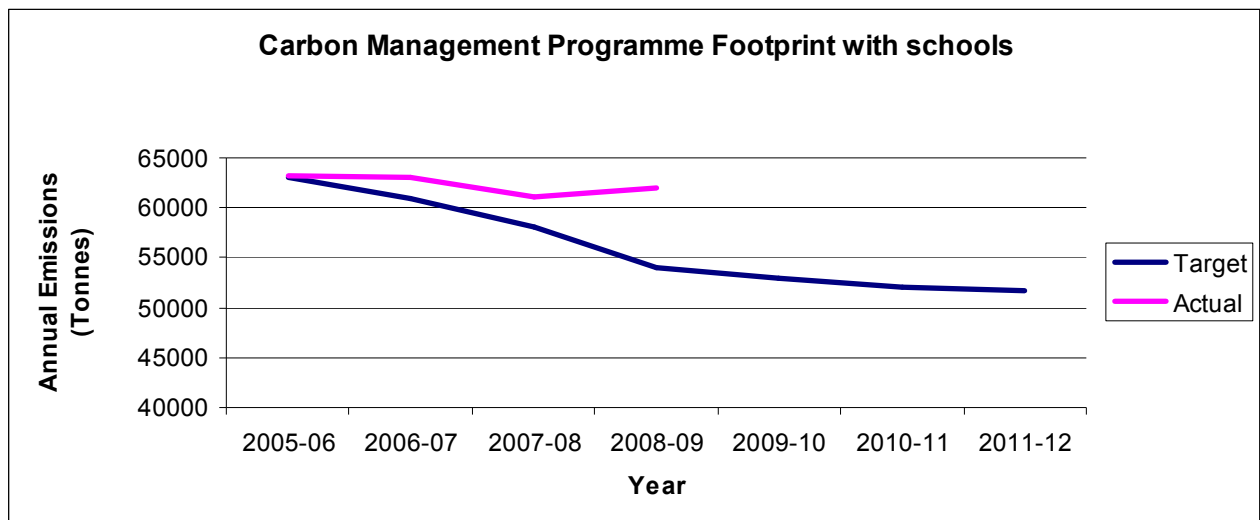
Chart 1: Overall progress against the 18% carbon reduction target

7. However, if schools' carbon emissions are excluded from the calculation the council reduced its carbon footprint by 8% (2,234 tonnes) in 2008/09 (chart 2).

This has been achieved through transport, waste recycling, energy efficiency measures in non-school property and street lighting. Given the fact that schools have a large degree of independence in how they manage their property and energy use it makes sense to treat schools' carbon emissions separately from other county council emissions.

Chart 1: Progress against the 18% carbon reduction target excluding schools

8. Emission figures for 2009/10 are currently being collated, so progress against last financial year cannot be confirmed until July 2010. Due to this lag time in reporting, we are similarly unable to publish progress against the NI185 6% carbon reduction target until July 2010.

New Drivers to Reduce Carbon

9. The Climate Change Act 2008 introduced the Carbon Reduction Commitment Energy Efficiency Scheme. The scheme, which started on the 1 April 2010, is a financial 'cap and trade' mechanism that has put a price on every tonne of carbon that is emitted through energy consumption. This is in effect a tax on carbon emissions designed to help the Government meet its legally binding carbon budgets and has crystallised the business case for carbon reduction.

10. From April 2011 the county council has to purchase allowances for every tonne of carbon it emits through its energy use, including all street lighting, schools and non-schools property. Through the scheme the council will be rewarded for improving its energy efficiency, and financially penalised if it does not. This performance will be relative to over 5,000 other organisations registered within the scheme including private sector organisations.

11. The CRC Energy Efficiency scheme will require the county council to move into new carbon management territory including forecasting carbon emissions, incorporating carbon into strategic decisions, and trading on a competitive market to reduce the financial risk the council is exposed to through the scheme.

Future carbon reduction work

12. Oxfordshire County Council is looking to implement further carbon reduction measures during 2010/11 – 2011/12 by:
     * Converting 14,000 street lights to part-night lighting
     * Reduce mileage travelled at work by 10%
     * Continue to improve energy efficiency of our buildings
     * Develop a Schools Carbon Reduction Strategy specifically designed to support schools with reducing their carbon footprint.

Conclusion

13. Through the implementation of the approved actions within the Carbon Management Programme's SIP the council has achieved carbon reduction in a number of key areas. It is apparent, however, that through new carbon reduction drivers and external pressures that may lead to increasing carbon emissions (such as those imposed on schools) the council will need to continue to evolve its approach to reducing its carbon footprint.

RECOMMENDATION

14. **The Scrutiny Committee is invited to:**

     (a)   note the work conducted by the carbon management programme over the past six months;

     (b)   advise on planned work, particularly with regard to:

             (1)   converting 14,000 street lights to part-night lighting;

             (2)   developing a Schools Carbon Reduction Strategy;

     (c)   appoint a task group to consider further and report back.

CHRIS COUSINS
Head of Sustainable Development

Contact Officer   Susan Kent, Environment and Climate Change Manager
                       Tel: (01865) 815089

May 2010

Spatial Planning and Infastructure Partnership

Oxfordshire Local Investment Plan

GI_MAY1310R03.pdf

Spatial Planning and Infastructure Partnership

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Foreword

I know I speak for all the District Councils in Oxfordshire and the County Council too when I say how pleased we were when Oxfordshire was selected by the Homes and Communities Agency (HCA) as one of the pilot areas for their new Single Conversation. We agreed with the HCA that the Spatial Planning and Infrastructure Partnership (SPIP) and its supporting Executive Group would conduct the Single Conversation on behalf of Oxfordshire. We are grateful to David Edwards, Regional Director for the South East, and his team for selecting us as one of their pilots and for working with us to prepare this Local Investment Plan (LIP).

The LIP outlines and integrates, for the first time, the housing, economic development and infrastructure plans for the next 20 years of Cherwell, Oxford, South Oxfordshire, Vale of White Horse and West Oxfordshire District Councils, Oxfordshire County Council, the Oxfordshire Primary Care Trust, the Highways Agency, Network Rail, and the Environment Agency. It lays out how we are all working together to deliver new housing as part of creating sustainable communities.

This LIP provides a robust foundation for our continuing conversation with the HCA as we move on to discuss and agree the Local Investment Agreement. We will do this in light of the publication of the Comprehensive Spending Review (CSR) and confirmation of the nature of future HCA funding streams and the funds allocated to the South East and Oxfordshire.

At the same time, the LIP adds value to a number of current discussions, including economic development across the county, the next Local Transport Plan, and the five Local Development Frameworks. It is necessarily an evolving document, which we will review and update regularly.

We finalise this LIP just as we are heading into a General Election. Much of the national and regional strategic framework under which we have developed this document could look very different in the future. I believe we are better prepared to respond to potential future changes now we have this LIP.

Councillor Barry Wood

Chairman, Oxfordshire Spatial Planning and Infrastructure Partnership

31 March 2010

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Appendices

Executive summary

Introduction

This Local Investment Plan (LIP) for Oxfordshire, finalised in March 2010, is the first formal document resulting from Oxfordshire's Single Conversation with the Homes and Communities Agency (HCA). The 'Single Conversation' is the process through which local authorities, in collaboration with the HCA, the Government Office for the South East (GOSE) and other key partners, develop a LIP and a Local Investment Agreement (LIA). Oxfordshire was chosen as one of three pilot areas in the South East, the others being Kent, Thames Gateway and Portsmouth and Urban South Hampshire (PUSH).

While local authorities have a leading role in developing the Single Conversation, reflecting their responsibilities in setting out future ambitions and visions for their areas, other key stakeholders also need to be involved. This LIP has been prepared by the Oxfordshire Spatial Planning and Infrastructure Partnership (SPIP) and sets out a shared vision and priorities for delivering housing growth, economic development, regeneration, and infrastructure; in other words 'sustainable place making'.

This LIP outlines and integrates the plans of Cherwell, Oxford, South Oxfordshire, Vale of White Horse and West Oxfordshire District Councils, Oxfordshire County Council, the Highways Agency, Network Rail, the Environment Agency and the Oxfordshire Primary Care Trust to deliver housing and economic growth and associated strategic infrastructure to 2030. Collectively, these plans will begin to meet the requirements of the South East Plan, the Regional Economic Strategy, the five Local Development Frameworks, Oxfordshire 2030, and the five District Sustainable Community Strategies.

Our opportunities and challenges

This LIP responds to the opportunities and challenges in housing growth and economic development that the members of the Oxfordshire SPIP are tackling individually and collectively.

Oxfordshire is renowned as a place of architectural and natural beauty. The internationally famous city of Oxford is at the heart, with a series of historic market towns serving communities across the county and including Abingdon; Banbury; Bicester; Henley; Thame; Wallingford; Wantage and Witney. Oxfordshire has many villages set in attractive countryside, including three areas of outstanding natural beauty: the Chilterns; the Cotswolds and North Wessex Downs.

Oxfordshire is also acknowledged internationally as a centre of excellence for learning and research, with the highest concentration of science and biotechnology industries in Western Europe. It plays a critical role in the regional, national and, in many respects, international economies.

Over the next 20 years, we expect significant population and development growth across Oxfordshire. All SPIP partners face difficulties in managing that growth in a way that meets economic, housing and regeneration pressures and provides sufficient infrastructure. At the same time, the environmental quality of the county and our impact on environmental sustainability are major considerations for us.

Economic prosperity and quality of environment make Oxfordshire an attractive place. But there are pockets of deprivation where residents have low wages, few skills and poor housing; where young people do not fulfil their potential at school; and where older people have poorer health and significantly shorter life expectancy. The LIP can play a vital part in tackling these issues.

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Our priorities

This LIP has four overall strategic objectives – to:

- deliver new housing, including affordable homes
- support economic growth
- achieve regeneration and tackle deprivation, and
- contribute to meeting strategic infrastructure needs.

The LIP focuses mainly on our five-year county-wide development programme to meet these strategic objectives. All the schemes outlined in this document are priorities for Oxfordshire, given the pressing need for more homes and for the transport, employment, education and other infrastructure they will require.

From our five-year development programme we have derived a shortlist of the 17 housing schemes and 36 strategic infrastructure schemes we believe to be top priorities. Some of the housing schemes already have planning permission. Others are likely to be granted planning permission soon. Taken together, these 17 housing schemes could deliver over 17,000 new homes, 7,200 of which would be 'affordable' (contributing to a South East Plan 2006–2026 requirement for 55,000 new homes, of which 22,000 need to be affordable).

Many of the schemes in our overall five-year programme will come forward without public-sector intervention from the HCA or any other organisation. However, these shortlisted schemes are those we would like the HCA to treat as being the highest priorities for immediate public-sector investment. We will review this shortlist again once we know the nature and extent of future HCA funding, and may draw other or alternative schemes from the overall development programme onto this shortlist as a result.

Place making across Oxfordshire

We consider housing growth and strategic infrastructure investment as a whole in 11 key urban localities. We also consider housing growth and strategic infrastructure across all the rural areas as in effect a twelfth locality. The localities are:

- Abingdon and Faringdon
- Banbury
- Bicester and Upper Heyford
- Botley
- Didcot
- Oxford
- Science Vale UK
- Thame and Chinnor
- Wallingford and Cholsey
- Wantage, Grove and Harwell
- West Oxfordshire strategic sites
- Rural housing sites across Cherwell, South Oxfordshire, Vale of White Horse and West Oxfordshire.

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Banbury ●

● Chipping Norton

● Upper Heyford

Bicester ●

Cherwell District

West Oxfordshire District

Witney ●

Carterton ●

Oxford ● **Oxford City**

Botley ●

Thame ●

Chinnor ●

South Oxfordshire District

Abingdon ●

Faringdon ● **Vale of White Horse District**

Didcot ●

Grove ●

● Wallingford

Wantage ● Science Vale UK

Harwell ●

● Cholsey

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Next steps

The LIP is a living document. The SPIP will review it every 18 months to ensure it reflects the evolution of the five Local Development Frameworks and other local strategies as well as national and regional strategies. The SPIP will also need to review how far we proceed with short-term housing and infrastructure plans in light of continuing market difficulties.

The priorities identified in this LIP will inform the development of Oxfordshire's Local Investment Agreement (LIA) with the HCA. The SPIP and the HCA are working together to produce the LIA, which will detail future HCA funding commitments, by end of June 2010.

The LIP's overview of the public sector investment required to deliver affordable housing and infrastructure will provide a firm foundation for discussion with other national, regional and sub-regional agencies around how they might best support local development aspirations.

SPIP partners will also seek to engage other partners in this LIP. House builders, for example, both private and social, have a central role in delivering the housing growth in Oxfordshire and need to understand this LIP. We hope the document will lead to greater certainty and clarity among all stakeholders.

The LIP will support the SPIP in informing and testing the Local Transport Plan 3 (LTP3) as it progresses through crucial consultation stages. The LIP will also influence the economic development policies and actions that will emerge from the review of the Oxfordshire Economic Strategy. It will be vital in informing SPIP members' individual and collective thinking on the infrastructure required through S106 agreements, the new Community Infrastructure Levy or other ways of getting contributions from developments in the future.

Part 1: Our vision

Context

Oxfordshire is renowned as a place of architectural and natural beauty. The internationally famous city of Oxford is at the heart, with a series of historic market towns serving communities across the county and including Abingdon; Banbury; Bicester; Henley; Thame; Wallingford; Wantage and Witney. Oxfordshire has many villages set in attractive countryside, including three areas of outstanding natural beauty: the Chilterns; the Cotswolds and North Wessex Downs.

Oxfordshire is acknowledged internationally as a centre of excellence for learning and research, with the highest concentration of science and biotechnology industries in Western Europe. Some of the world's foremost academic institutions and major research and development organisations are here. The University of Oxford and Oxford Brookes University have strong links to a network of high technology companies located throughout the county. 'Science Vale UK', in the southern part of the county, is a concentration of important research establishments, including the Harwell Science and Innovation Campus; Milton Park, Didcot; and Wantage and Grove.

Over the next 20 years, we expect significant population and development growth across Oxfordshire. All SPIP partners face difficulties in managing that growth in a way that meets economic, housing and regeneration pressures and provides sufficient infrastructure. At the same time, the environmental quality of the county and our impact on environmental sustainability are major considerations for us.

Over the next 20 years Oxfordshire's population is expected to grow by 12 per cent, while over the same period the number of people aged 75 and over is expected to grow by 60 per cent. The number of people aged over 85 is expected to double.

Growth in the number of older people has implications for the type of housing and services that will be needed. It will be critical to ensure that appropriate housing and support are available for our older people, to enable them to remain independent or live in homely environments in the community (or both) for as long as possible.

The South East Plan provides for the building of over 55,000 new homes between 2006 and 2026, of which 22,000 homes should be affordable. Within the South East Plan, Central Oxfordshire is established as a sub-region, with Oxford providing higher-order services (including retail, health, and education) for the surrounding area. This sub-region has been identified as one of eight 'Diamonds for Investment and Growth' in the Regional Economic Study and will provide much of Oxfordshire's housing growth. The main locations identified for development are Bicester; Didcot; Oxford; and Wantage and Grove. Bicester has been selected as one of the first four government-backed eco towns in the country, with a 5,000-home eco development at NW Bicester.

Outside the major towns, Oxfordshire is mainly a rural county, with a large number of villages and hamlets. Access to affordable housing in rural areas is restricted by the small number of properties coming onto the market. The effect is a lack of new housing options and the departure of young people from rural areas.

There will be a need for considerable investment in new infrastructure to meet the pressures on essential services such as schools, transport and other community facilities against a background of reducing spending by the public sector.

Public transport increases access to jobs and services, and reduces road congestion and carbon emissions. While Oxford has an extensive public transport system, many parts of Oxfordshire experience real isolation and would greatly benefit from improved public transport services and infrastructure.

A rapid and substantial growth in demand for primary school places is forecast over the period to 2016. Oxfordshire's 43 secondary and special schools are being included in the Building Schools for the Future programme – the government's largest public works programme. The multi-million pound programme will be carried out in six phases over the next 15–20 years. The project aims to raise educational achievement in Oxfordshire by providing world-class learning facilities, inspiring young people to realise their potential.

Economic prosperity and quality of environment make Oxfordshire an attractive place. But there are pockets of deprivation where residents have low wages, few skills and poor housing; where young people do not fulfil their potential at school; and where older people have poorer health and significantly shorter life expectancy. The LIP can play a vital part in tackling these issues.

Vision

The Oxfordshire Partnership sets out in Oxfordshire 2030 (Oxfordshire's Sustainable Community Strategy) a vision based on the following ambitions:

- create a world-class economy for Oxfordshire, building particularly on the high-tech sector

- have healthy and thriving communities to sustain what is good about the city, towns and villages while also responding to the needs of the 21st century, including the impact of demographic and lifestyle changes

- look after the environment and respond to the threat of climate change and the potential for more extreme weather conditions, particularly the threat of flooding

- break the cycle of deprivation by addressing the regeneration needs of disadvantaged communities; reducing the gap between the best and worst off, and

helping people maximise their talents and raise their aspirations.

Each local authority has developed its own vision, ambitions and priorities for its area, which inform and are informed by the Oxfordshire 2030 vision. A summary of each community strategy and corporate plan is set out in Appendix 2.

Strategic objectives

Four strategic objectives for this LIP result from this vision. They are of equal weight and have been used to arrive at the LIPs priorities. The strategic objectives are to:

- deliver new housing, including affordable homes

- support economic growth

- achieve regeneration and tackle deprivation, and

- contribute to meeting strategic infrastructure needs.

Deliver new housing, including affordable homes

Oxfordshire has a tremendous need for more housing of various types. Challenges include:

- the need for affordable homes

- geographic demands, both urban and rural

- providing for a variety of household sizes, particularly for young families and the elderly

- the need to provide supportive housing for those with physical or learning disabilities, and

- the demand for specialist housing e.g. Gypsy and Traveller sites.

This LIP identifies 43 priority housing-led schemes that are deliverable in the next five years. While these schemes vary by

location and scale, the common aim is to deliver housing, including affordable homes, to support the local economy and the development of healthy and thriving communities. These schemes could deliver 21,520 homes by 2015, of which 8,946 would be affordable.

At the same time we will continue to maximise the use of existing stock, fill empty properties and encourage under-occupiers to move to smaller accommodation – all of which help meet housing need as well as wider objectives.

Support economic growth

While Oxfordshire has a strong economy, attributed in part to the knowledge-based industries centred on Oxford and Science Vale UK, we have been affected by the global economic crisis. As the country comes out of the recession, it is particularly important to maintain a strong diverse economy and provide opportunities for growth and inward investment. In the past, we have been too complacent. The challenges ahead mean we must take a proactive approach.   This includes allocating more land for economic development. The priority employment-led economic development schemes in this LIP include Bicester Business Park, Oxford and Science Vale UK. We also seek to raise educational attainment, improve skill levels to support the needs of local businesses, and help young people find work.

Achieve regeneration and tackle deprivation

There are pockets of relative deprivation in Oxfordshire, characterised by poorer housing stock, limited access to job opportunities, lower-paid jobs, limited educational attainment, poor health and shorter life expectancy. Regeneration is about tackling social and economic issues as well as about the physical changes to an area.

In Oxfordshire, the places with the highest levels of deprivation are parts of Banbury and Oxford. The priority regeneration schemes are the Canalside area in Banbury and Barton, and Blackbird Leys, Greater Leys, Rose Hill and Wood Farm in Oxford. These schemes provide particular benefits in tackling the cycle of deprivation through revitalising each area to improve the quality of life for residents and businesses.

Oxford also has a homelessness problem. Over recent years, partners in Oxford have done great work to provide services and programmes for the homeless, but the city still attracts homeless people from across the region. Oxford continues to work on several homelessness projects, including the Old Fire Station.

Contribute to meeting strategic infrastructure needs

In this LIP we distinguish between key infrastructure needed for housing and economic growth, such as a new hospital or improvements to a motorway junction ('strategic' infrastructure), and the infrastructure needed as a direct result of a single development, such as an extension to a school ('mitigation' infrastructure).

Building strategic infrastructure helps create a complete place by providing access and amenities or contributing to the overall sustainability of the existing or new community. Strategic infrastructure is important to the delivery of many of the housing, employment or regeneration-led schemes identified in this LIP.

Through the Single Conversation, 47 strategic infrastructure schemes have been identified. These cover:

- public transport facilities
- improvements to and additional road schemes
- education programmes and facilities
- community amenities, facilities and services

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- improvements to hospitals and emergency services

- waste management sites, and

- green infrastructure to improve energy efficiency, mitigate the effects of climate change and create more sustainable places.

We will need to invest heavily in transport to facilitate new development; improve accessibility by alternative modes of transport; and enable people to get to work, education and other key services. Key to this will be:

- enabling the A34, and the network in its vicinity, to fulfil its various local and international roles

- securing improvements to junctions 9 and 10 of the M40

- delivering strategic rail network enhancements, such as the East-West rail and Evergreen (Chiltern Rail) projects

- implementing 'Access to Oxford', and

- transforming transport in Oxford.

Shared ambitions

A series of shared ambitions for Oxfordshire underpins the vision and strategic objectives:

Economy

- create a world-class economy – as a world leader in education, science and technology

- contribute to and benefit from economic prosperity

- create prosperous, inclusive and thriving communities in urban and rural areas

- provide good access to a range of jobs.

Education and skills

- develop an educated and skilled workforce

- provide services to ensure that everyone can realise their potential.

Housing and affordable housing

- deliver more housing, including affordable housing and key worker housing

- provide good access to a range of housing options

- create high-quality and sustainable homes

- regenerate areas and communities.

- provide for more rural housing

- provide decent Gypsy and Traveller sites that offer access to sufficient services.

Health and social inclusion

- create safer, stronger, healthier, more cohesive communities

- break the cycle of deprivation through the regeneration of disadvantaged communities, and reduce inequalities

- provide for an ageing population, for example offering opportunities for independent living

- encourage active participation in local communities

- provide good access to a range of services.

Infrastructure

- coordinate infrastructure investments to support new development

- improve existing infrastructure, including public transport, to facilitate access to employment and services.

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Services (especially rural services)

- maintain or enhance local services, particularly in rural communities

- improve access to basic services by alternative modes of transport.

Sustainability

- ensure everyone can feel safe and enjoy life

- meet the needs of current and future generations without compromising the natural and built heritage or significantly changing the intrinsic character of the district

- continue to make Oxfordshire one of the best places to visit or live, work and play in

- ensure new development respects and complements the distinctive character of Oxfordshire

- maintain a network of safe, inclusive, vibrant and prosperous market towns and villages

- create and maintain a healthy and attractive environment.

Environment

- ensure an outstanding environment and high quality of life

- look after our environment

- improve the quality of our built environment.

Climate change

- reduce greenhouse gas emissions to mitigate adverse impacts of climate change, through:
  - zero carbon developments, and
  - waste and carbon reduction

- adapt to cope with the impacts of climate change, particularly flooding

- Provide alternative transport options.

Part 2: Our priorities

How we decided our priorities

Our prioritisation criteria are set out in Appendix 3. They have been used to identify the housing growth and associated infrastructure schemes in our five-year development programme. For each scheme we have considered:

- whether it is achievable in the short term

- whether it accords with and links to long-term plans

- how it will promote housing and economic development

- its wider benefits, including social, transport and sustainability

- the overall investment required

- value for money

- an assessment of the risk.

Appendix 5 includes a detailed assessment sheet for each scheme.

Development programme 2010–15

Over the next five years the priority development programme for Oxfordshire comprises 97 schemes:

- 43 housing schemes

- 3 economic development schemes

- 4 regeneration schemes, and

- 47 strategic infrastructure schemes.

Taken together, these schemes could deliver 22,920 homes, including 9,226 affordable homes.

Shortlist 2010–15

From this five-year programme we have produced a shortlist of 17 housing schemes (shown in Table 1). These schemes are seen as the most important by SPIP partners, and best meet the prioritisation criteria in Appendix 3. This highest-priority list could deliver 17,713 homes, including 7,237 affordable homes, over the next five years. It is important to note that these are the agreed priorities as we publish this Local Investment Plan in March 2010. All SPIP partners think that every scheme on the long list of short-term deliverable schemes requires funding. However, if there is not enough money in the future to pay for all the short-term deliverable schemes, funds should be used for the highest-priority shortlist.

Table 2 identifies the strategic infrastructure necessary to deliver these 17 top-priority housing schemes.

Development programme to 2030

Each local authority has also taken a long-term view of which sites and schemes are likely to come forward over the next 20 years (2010–30). The long-term sites are identified mainly on evidence from the Strategic Housing Land Availability Assessments and the emerging Local Development Frameworks, and the local knowledge of the housing and planning teams. This information is key when taking a long-term view of the development pressures facing an area, and the infrastructure needed. The long-term development programme for each district is in Appendix 6.

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Table 1: Top-priority growth schemes ('shortlist') deliverable in the short term 2010–15

District	Scheme	Total homes 2010–2030	Number of homes 2010–2015	Number of affordable homes 2010–2015
Oxford	Oxford small and medium sites (including Blackbird / Greater Leys and windfalls) (HRA land capacity tbc)	n/a	3,222	1,344
South / Vale	Didcot new growth point area (part of Science Vale UK)	5,742	2,000	640
ALL	Oxfordshire rural housing schemes	n/a	1,498	1,023
Vale	Wantage, Grove and Harwell (part of Science Vale UK)	4,675	1,401	446
Cherwell	NW Bicester Eco Town, Bicester	5,000	1,250	300
Cherwell	Banbury Canalside, Banbury	1,200	1,200	180
Cherwell	SW Bicester urban extension, Bicester	1,585	1,000	476
ALL	Oxfordshire extra-care schemes	n/a	900	600
Vale	Abingdon and Faringdon	2,059	959	382
Oxford	Oxford West End renaissance project	830	830	415
West	West Oxfordshire large strategic sites	1,400	700	280
South	Wallingford and Cholsey	1,103	603	241
Oxford	Barton (including regeneration of Barton and Northway Estates)	1,000	500	250
West	West Oxfordshire small and medium market town schemes	2,000	500	200
South	Thame and Chinnor	1,128	478	191
Vale	Botley	472	472	189
West	Carterton Expansion, Carterton	1,000	200	80
Total: 17 Schemes (min)		n/a	**17,713**	**7,237**

Table 2: Strategic infrastructure schemes to deliver top-priority growth schemes in the short term 2010–15

District	Infrastructure scheme	Area linked to infrastructure	Lead agency
ALL	Access to Oxford	Oxford	Oxfordshire County Council
ALL	Chiltern Railways Evergreen 3 Project	Oxford, Bicester and Upper Heyford	Chiltern Railways
ALL	East West Rail (western section)	Oxford, Bicester and Upper Heyford	East West Rail Consortium/DfT
ALL	Transport schemes identified through LTP3 process 2011 to 2030	Oxfordshire wide	Oxfordshire County Council
Cherwell	Banbury priority north-south vehicular corridor	Banbury	Oxfordshire County Council
Cherwell	Bicester Community Hospital, Bicester	Bicester and Upper Heyford	Oxfordshire PCT
Cherwell	Bicester Park and Ride Facility	Bicester and Upper Heyford	Oxfordshire County Council
Cherwell	M40 Junction 9 improvements	Bicester and Upper Heyford	Highways Agency
Cherwell	SW Bicester perimeter road	Bicester and Upper Heyford	Oxfordshire County Council
Cherwell	Transport improvements at and around Bicester	Bicester and Upper Heyford	Oxfordshire County Council
Cherwell	Primary schools (new) to support growth (Banbury 1 school, Bicester 3 schools)	Banbury, Bicester	Oxfordshire County Council
Cherwell	Secondary schools (new) to support growth (Bicester 1 school)	Bicester	Oxfordshire County Council
Oxford	Primary schools provision to support growth (Barton, Blackbird Leys, West End)	Oxford	Oxfordshire County Council
Oxford	Secondary schools (BSF) programme (2 schools – Cheney and Iffley Mead)	Oxford	Oxfordshire County Council
South	Didcot town centre phase two development	Didcot/Science Vale UK	South Oxfordshire District Council
South	Didcot northern perimeter road Phase 3	Didcot/Science Vale UK	Oxfordshire County Council
South	Cow Lane Underpass, Didcot	Didcot/Science Vale UK	Oxfordshire County Council

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continued

Table 2: Strategic infrastructure schemes to deliver top-priority growth schemes in the short term 2010–15

District	Infrastructure scheme	Area linked to infrastructure	Lead agency
South	Didcot Parkway station interchange	Didcot/Science Vale UK	Oxfordshire County Council
South	Didcot Parkway (Foxhall Car Park and pedestrian improvements)	Didcot/Science Vale UK	Oxfordshire County Council
South / Vale	Accessing Science Vale UK transport package	Didcot/Science Vale UK / Wantage, Grove and Harwell	Oxfordshire County Council/ Highways Agency
South /Vale	Primary schools (new) to support growth (5 schools)	Didcot	Oxfordshire County Council
South / Vale	Secondary schools (new) to support growth (1 school)	Didcot	Oxfordshire County Council
South / Vale	Science Vale UK Learning Park	Didcot/Science Vale UK	Vale of White Horse District Council/SVUK Board
South / Vale	Science Vale UK High Speed Broadband Access	Science Vale UK	SVUK Board/ SEEDA
South	Thornhill Park and Ride, Oxford	Oxford	Oxfordshire County Council
South	Primary school (new) to support growth (Wallingford 1 school)	Wallingford and Cholsey	Oxfordshire County Council
Vale	Abingdon Town Centre Improvements	Abingdon and Faringdon	Vale of White Horse District Council
Vale	Primary school (new) to support growth (Faringdon 1 school)	Abingdon and Faringdon	Oxfordshire County Council
Vale	Sewage pumping station	Botley	Thames Water
Vale	Grove and Wantage Railway Station	Wantage, Grove and Harwell	Network Rail/ First Great Western
Vale	Primary schools (new) to support growth (Grove 2 schools, NE Wantage 1 school)	Wantage, Grove and Harwell	Oxfordshire County Council
Vale	Secondary schools (new) to support growth (Grove 1 school)	Wantage, Grove and Harwell	Oxfordshire County Council
West	Cogges Link Road and Witney town centre enhancement, Witney	West Oxfordshire large strategic sites	Oxfordshire County Council
West	Cotswold Line redoubling	West Oxfordshire large strategic sites	Network Rail

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continued

Table 2: Strategic infrastructure schemes to deliver top-priority growth schemes in the short term 2010–15

District	Infrastructure scheme	Area linked to infrastructure	Lead agency
West	Witney Downs Road A40 Junction, Witney	West Oxfordshire large strategic sites	Oxfordshire County Council
West	Primary schools (new) to support growth (Chipping Norton 1 school, Witney 1 school)	West Oxfordshire large strategic sites	Oxfordshire County Council
Total: 36 schemes			

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Part 3: Place making

Place making is a holistic approach to development in a locality. We have considered by locality what development is expected to take place, the infrastructure required to deliver it, and identified the various funding streams and agencies involved. The approach is based on the idea that aligning capital investment in key locations, and linking the capital investment with housing and employment and regeneration schemes, will produce more efficient strategies that better coordinate public and private spending in a place and create a more complete place.

We have identified 12 key localities that would benefit from a place-making approach due to their future housing and employment growth:

- Abingdon and Faringdon
- Banbury
- Bicester and Upper Heyford
- Botley
- Didcot
- Oxford
- Science Vale UK
- Thame and Chinnor
- Wallingford and Cholsey
- Wantage, Grove and Harwell
- West Oxfordshire strategic sites
- Rural housing sites across Cherwell, South Oxfordshire, Vale of White Horse and West Oxfordshire.

The commentary and diagrams on the following pages show the links between infrastructure, employment, housing and regeneration by location. We hope to persuade all stakeholders to channel capital funds through our place-making agenda.

1. Abingdon and Faringdon

The area of Abingdon and Faringdon in the Vale of White Horse District could deliver 959 homes over the next five years. Growth in this area comes from six housing-led schemes. These include:

- former nursery and cricket ground, Faringdon
- South of Park Road and Coxwell House, Faringdon
- Old Gaol, Abingdon
- two sites in Sutton Courtenay, and
- yet-to-be-identified sites, mainly in Abingdon and larger villages.

Three priority strategic infrastructure projects will be required in the short term. These include the expansion of primary-school provision at South of Park Road, Faringdon and a secondary school in Larkmead, Abingdon, as part of Building Schools for the Future. Improvements to Abingdon town centre include plans for public-realm and access improvements, such as a new health centre and library.

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Strategic infastructure

Primary schools to support growth	Building Schools for the Future	Abingdon town centre public realm works plus health centre and library
South Park Road, Faringdon	Larkmead School, Abingdon	

Abingdon and Faringdon

Schemes
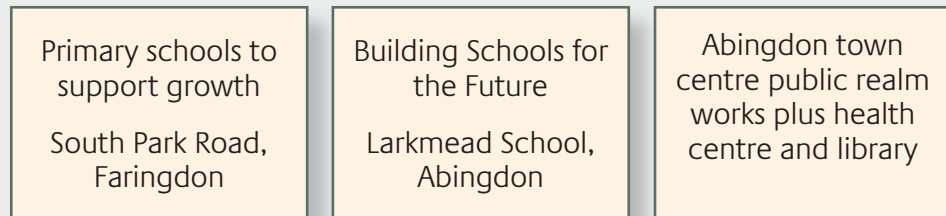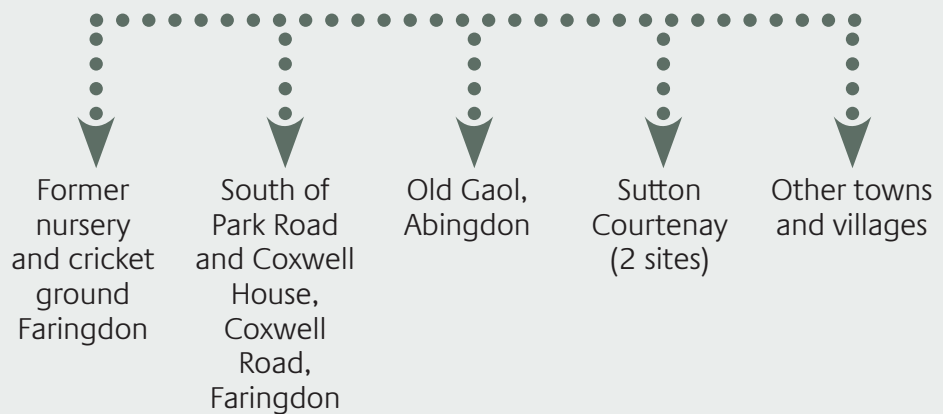
	Former nursery and cricket ground Faringdon	South of Park Road and Coxwell House, Coxwell Road, Faringdon	Old Gaol, Abingdon	Sutton Courtenay (2 sites)	Other towns and villages
Short Term 2010–2015	332 homes	135 homes	62 homes	30 homes	400 homes
Medium Term 2015–2020	0 homes	250 homes	0 homes	0 homes	400 homes
Long Term 2020–2030	0 homes	50 homes	0 homes	0 homes	400 homes
Total	**332 homes**	**435 homes**	**62 homes**	**30 homes**	**1200 homes**

This is not an exhaustive list. There may be other strategic infastructure and partners involved

2. Banbury

Banbury is the most northern major town in Oxfordshire and has major catchment areas in and links with other towns in Oxfordshire and across the county boundary. It also has strong links to the surrounding rural areas. Banbury has a well-defined local housing market area and economy with a distinct character. There is a focus on continued local growth and a strong emphasis on urban regeneration to tackle the cycle of deprivation and enhance the local economic and employment base.

Two priority growth schemes, the Bankside Urban Extension and the regeneration of Banbury Canalside, are deliverable in the short-term. They combine housing and regeneration-led schemes.

These schemes could deliver 2,270 new homes in the first five years. The strategic infrastructure needed to deliver them includes:

- Banbury priority north-south vehicle corridor
- Banbury Connect2 cycle bridge
- a new primary school as part of Banbury Canalside and Bankside Urban Extension
- a rebuilt/refurbished secondary school in Banbury as part of Building Schools for the Future
- a new library in Banbury, and
- the Banbury Flood Alleviation Scheme.

Strategic infastructure

| Banbury priority north-south vehicular corridor | Banbury Connect2 cycle bridge | Banbury transport strategy arising from LDF work |

| Primary school to support growth

Canalside Bankside | Building Schools for the Future

secondary school, Banbury | Banbury Flood Alleviation Scheme | Library Banbury |

Banbury

Schemes
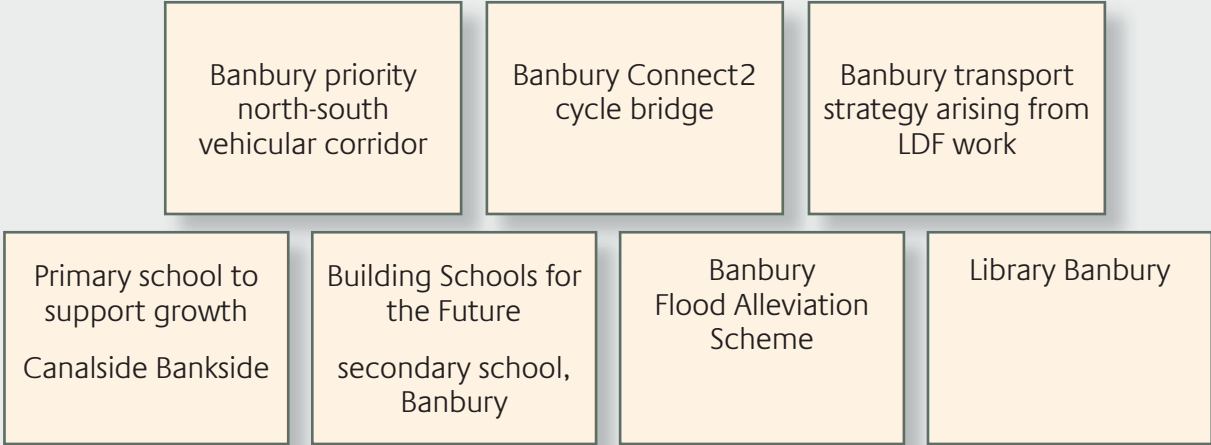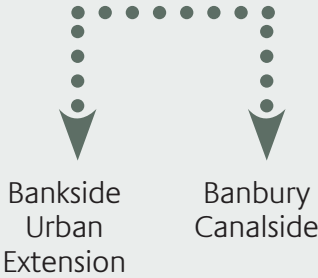
	Bankside Urban Extension	Banbury Canalside
Short Term 2010–2015	1,070 homes	1,200 homes
Medium Term 2015–2020	400 homes	0 homes
Long Term 2020–2030	0 homes	0 homes
Total	**1,470 homes**	**1,200 homes**

This is not an exhaustive list. There may be other strategic infastructure and partners involved

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3. Bicester and Upper Heyford

Bicester is highly accessible and relatively free of environmental restrictions, making it the primary growth area in Cherwell District. The future development of Bicester is based on continued expansion around Bicester to enhance the economic health of the Central Oxfordshire sub-region, which is a 'Diamond for Investment and Growth'. Much of the future growth in this area will be in North West Bicester, which has been identified as an eco town location, with plans for a sustainable development of 5,000 homes by 2030.

Bicester is a country town identified as a main focus of housing growth in successive structure plans. An increase in economic development and more new local jobs would now help improve its self-containment and therefore its sustainability.

In the next five years, Bicester and Upper Heyford could deliver 3,825 homes through the following schemes:

- NW Bicester Eco Town
- SW Urban Extension
- Bicester Business Park
- former RAF Upper Heyford, and
- Gavray Drive.

These schemes represent a mix of employment and housing-led schemes, which aim to increase local employment, provide more housing, and reduce local commuting pressures.

The strategic infrastructure necessary to deliver these priority projects include a mix of transport, education and community facilities.

The transport infrastructure includes:

- Bicester Park and Ride
- improvements in and around Bicester including SW Bicester perimeter road
- M40 Junction 9 and Junction 10, and
- Chiltern Railways/Evergreen 3 Project (linked to East West Rail).

Additional infrastructure includes:

- new primary schools and secondary schools to support growth
- improvements to Bicester Community Hospital
- a new library, and
- an upgrade to the fire station at Bicester.

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Strategic infastructure

Bicester Park and Ride Facility

Transport improvements in and around Bicester

Library Bicester

Fire Station upgrade Bicester

Bicester Community Hospital

Primary schools to support growth

Gavray Drive NW Bicester Eco Town (4) SW Bicester (Phase 1 & 2 Upper Heyford

Secondary schools to support growth

SW Bicester NW Bicester Eco Town

SW Bicester perimeter road

Chiltern Railways Evergreen 3

East West Rail (western section)

M40 junction 9 and junction 10 improvements

Bicester and Upper Heyford

Schemes

	NW Bicester Eco Town	SW Urban Extension	Bicester Business Park	Gavray Drive	Former RAF Upper Heyford
Short Term 2010–2015	1,250 homes	1,000 homes	30,000 m²	500 homes	1,075 homes
Medium Term 2015–2020	2,000 homes	585 homes	30,000 m²	0 homes	0 homes
Long Term 2020–2030	1,750 homes	0 homes	0 m²	0 homes	400 homes
Total	**5,000 homes**	**1,585 homes**	**60,000 m²**	**500 homes**	**1,475 homes**

This is not an exhaustive list. There may be other strategic infastructure and partners involved

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4. Botley

Botley is in the Vale of White Horse, to the west of Oxford. There are important employment, housing and infrastructure links between Botley and Oxford.

Three priority schemes have been identified in Botley. They include Lime Road, Tilbury Lane and Timbmet. Together, these housing-led schemes could deliver a total of 472 homes and 189 affordable homes in the first five years.

Currently all development in Botley is at a standstill, awaiting a sewage pumping station. Thames Water has programmed this work for 2012.

The strategic infrastructure identified to deliver these housing schemes includes primary and secondary school programmes and various transport improvements as they relate to Access to Oxford.
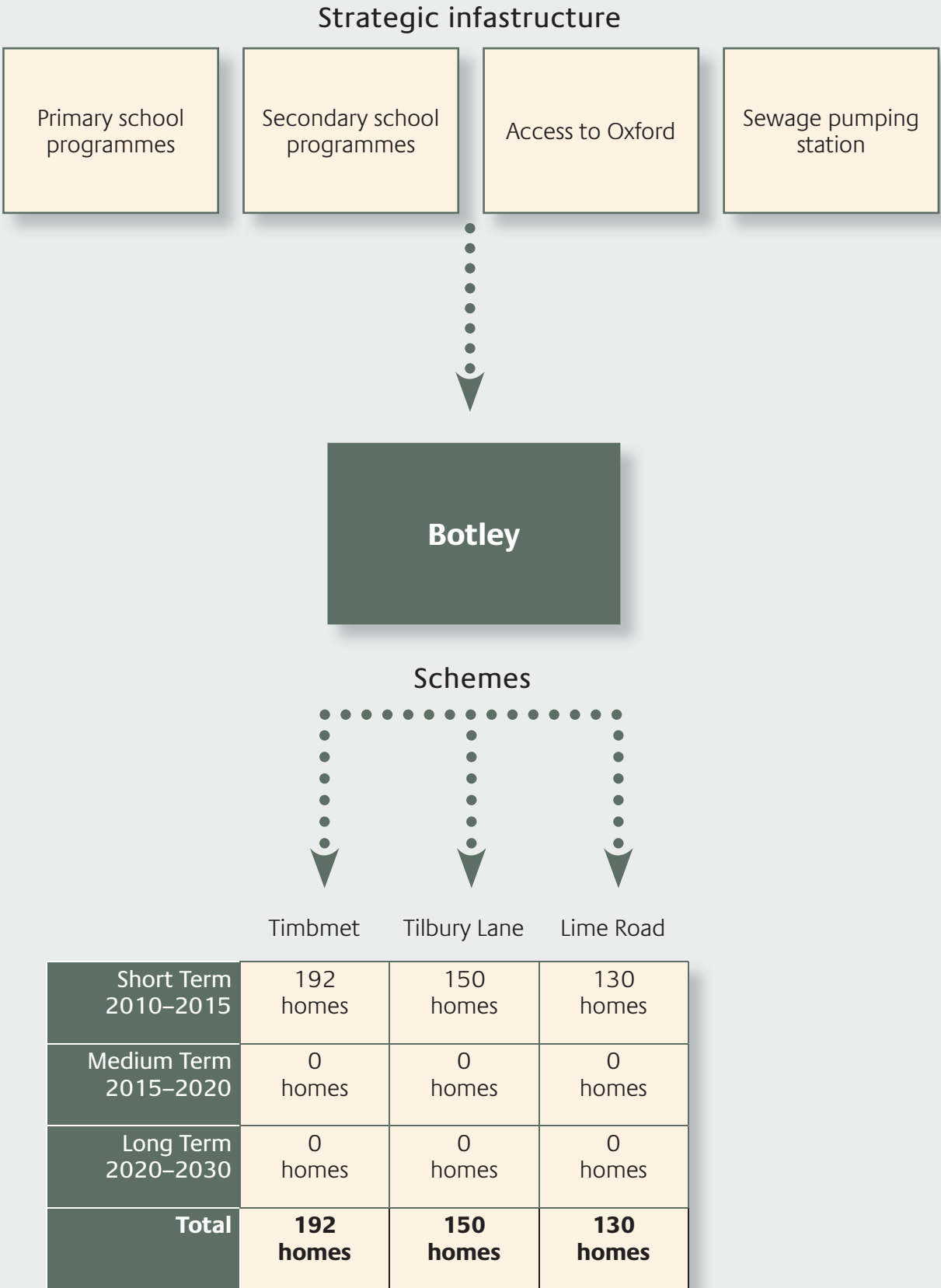
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Strategic infastructure

Primary school programmes	Secondary school programmes	Access to Oxford	Sewage pumping station

Botley

Schemes

	Timbmet	Tilbury Lane	Lime Road
Short Term 2010–2015	192 homes	150 homes	130 homes
Medium Term 2015–2020	0 homes	0 homes	0 homes
Long Term 2020–2030	0 homes	0 homes	0 homes
Total	**192 homes**	**150 homes**	**130 homes**

This is not an exhaustive list. There may be other strategic infastructure and partners involved

5. Didcot

Didcot has been identified as a country town in several successive structure plans, and has experienced rapid growth since the 1980s. It is one of Oxfordshire's two New Growth Point areas and it will deliver a further 8,750 homes by 2026. Didcot is at the centre of Science Vale UK (SVUK), one of the UK's biggest science growth areas. The provision of affordable housing and development of a thriving town centre at Didcot is central to the planned employment growth of the science parks in SVUK. A further phase of town-centre retail and leisure development is under way.

Didcot falls across the district boundary of South Oxfordshire and Vale of White Horse and for a number of years cross-boundary collaboration has brought housing growth.

Four housing-led schemes have been identified as priorities. They could deliver 2,000 homes over the next five years. They include Great Western Park (South), Great Western Park (Vale), Ladygrove East (South), and Didcot Northern Urban Extension (South).

Essential to the delivery of new housing and employment is the strategic infrastructure needed to support these schemes. Transport improvements include:
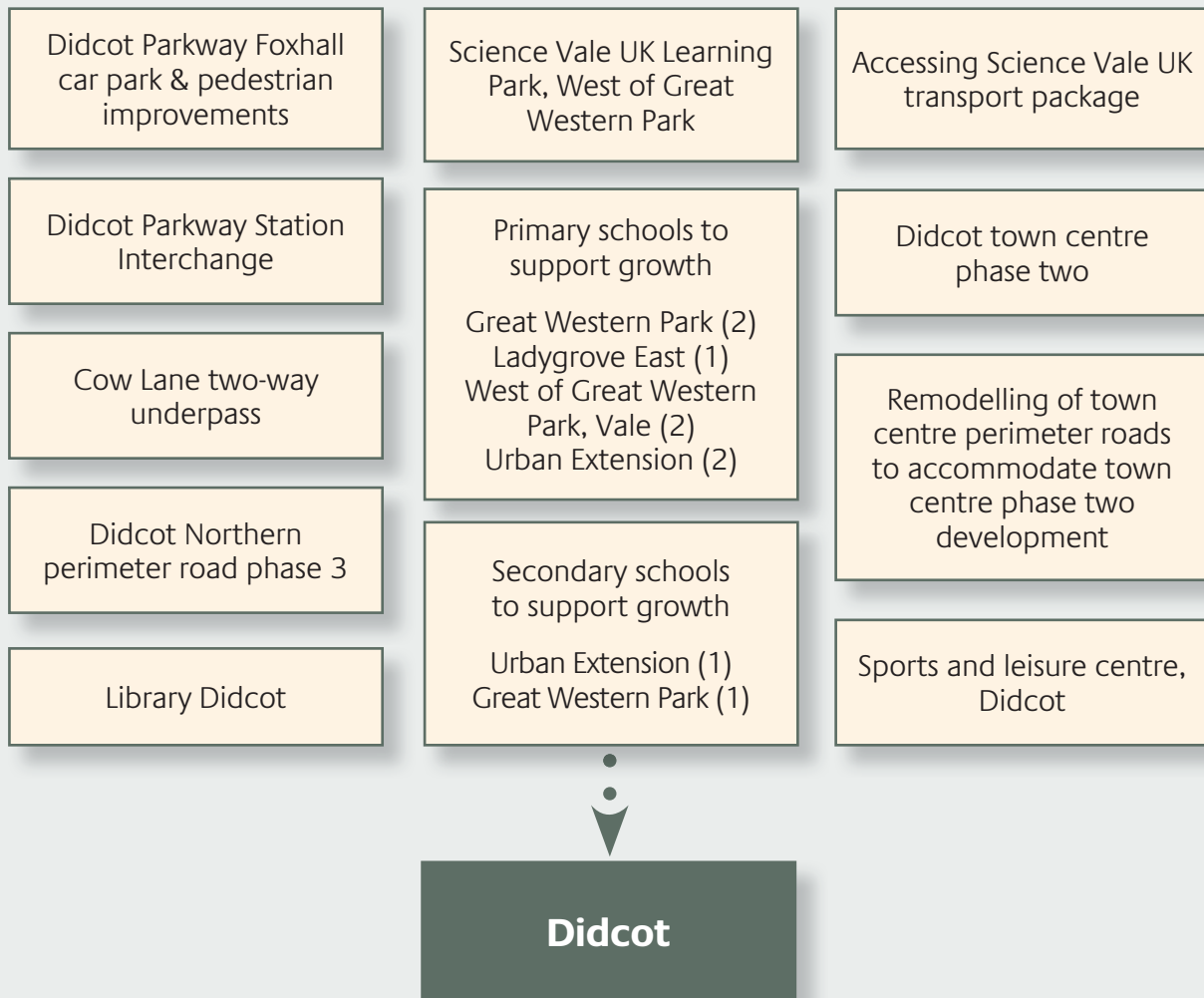
- Didcot Northern perimeter road phase 3

- a new two-way underpass at Cow Lane to link the town and the northern development areas

- remodelling of Hitchcock way and roundabout as part of the town centre phase two development

- Didcot Parkway Station Interchange, and

- Didcot Parkway Foxhall Car Park and pedestrian improvements.

Accessing Science Value UK has identified the need for several strategic road, cycle and public transport schemes in the area to support the growth to 2026. This has led to a strategic infrastructure bid to the Regional Transport Board, titled 'Accessing Science Vale UK'. The SCOT study showed that this transport package is essential to Didcot's further housing growth.

Additionally, the town needs new primary and secondary schools to support growth, as well as a new sport and leisure centre and a new library.
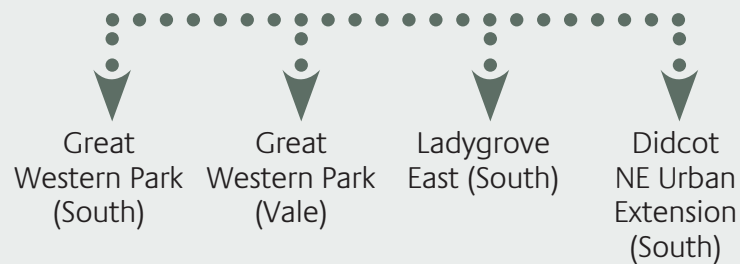
Plans are being developed for a science-based learning park at Didcot to service the needs of growth businesses and to meet further education demands within SVUK. Five hectares of land is reserved for the learning park to the west of Didcot within the Vale of White Horse Local Development Framework Core Strategy.

Strategic infastructure

| Didcot Parkway Foxhall car park & pedestrian improvements | Science Vale UK Learning Park, West of Great Western Park | Accessing Science Vale UK transport package |

| Didcot Parkway Station Interchange | Primary schools to support growth | Didcot town centre phase two |

Great Western Park (2)
Ladygrove East (1)
West of Great Western Park, Vale (2)
Urban Extension (2)

| Cow Lane two-way underpass |

| Didcot Northern perimeter road phase 3 | | Remodelling of town centre perimeter roads to accommodate town centre phase two development |

Secondary schools to support growth

Urban Extension (1)
Great Western Park (1)

| Library Didcot | | Sports and leisure centre, Didcot |

Didcot

Schemes

	Great Western Park (South)	Great Western Park (Vale)	Ladygrove East (South)	Didcot NE Urban Extension (South)
Short Term 2010–2015	700 homes	600 homes	300 homes	400 homes
Medium Term 2015–2020	1,250 homes	0 homes	342 homes	1,000 homes
Long Term 2020–2030	750 homes	0 homes	0 homes	400 homes
Total	**2,700 homes**	**600 homes**	**642 homes**	**1,800 homes**

This is not an exhaustive list. There may be other strategic infastructure and partners involved

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6. Oxford

Oxford is the city at the heart of the Central Oxfordshire sub-region, and is one of two New Growth Points (NGPs) identified in Oxfordshire. Oxford and Central Oxfordshire sub-region has been identified as one of eight 'Diamonds for Investment and Growth'. As one of 21 regional hubs across the South East region, Oxford is a centre of economic activity and transport services, serving the needs of the wider region. These designations highlight Oxford's strategic importance in the delivery of housing, employment and regeneration.

Eight priority short-term deliverable growth schemes have been identified in Oxford. These include four housing-led schemes, one employment-led scheme and three regeneration schemes.

In the short term (by 2015), Oxford could deliver 4,810 homes, of which 2,167 would be affordable. This includes housing schemes at:

- Barton
- Blackbird and Greater Leys
- Oxford West End
- small and medium housing sites throughout Oxford, and
- the new council-house building programme.

Oxford West End Renaissance and the Northern Gateway site (subject to the outcome of the Oxford Core Strategy) could provide significant floor space and job opportunities, which will improve the county economy.

Oxford's adopted Regeneration Framework sets out an action plan covering the physical, social and economic activities needed for regeneration, and seeks to break the cycle of deprivation. There are regeneration schemes to address five areas in Oxford: Barton, Blackbird Leys, Oxford West End, Rose Hill and Wood Farm. In addition, various aim to tackle homelessness.

Eight pieces of strategic infrastructure have been identified to deliver the priority housing, employment and regeneration schemes. In transport, these are:

- Access to Oxford
- Chiltern Railway/Evergreen 3 proposal (which will deliver the first part of East West Rail), and
- Thornhill Park and Ride.

Educational infrastructure includes:

- new primary schools at Barton, Blackbird Leys and the West End
- improvements to the secondary schools at Iffley Mead and Cheney as part of the Building Schools for the Future programme. The Oxford School may also enter the academies programme during this time frame.

The other main infrastructure projects are:
- the Oxford Flood Alleviation Scheme
- the relocation of emergency services to the Northern Gateway site, and
- the refurbishment of the Westgate library.

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Strategic infastructure

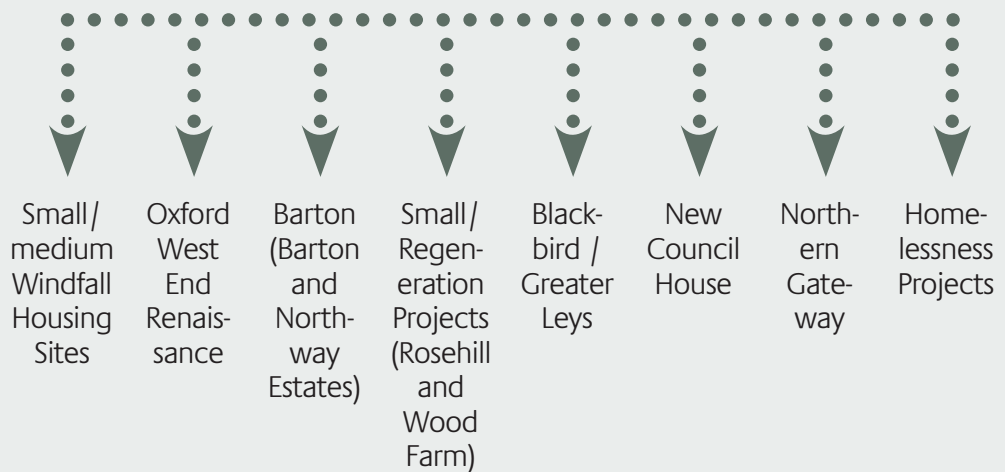| Access to Oxford |
|---|

Building Schools for the Future Iffley Mead Cheney

Library Westgate

Emergency services relocation Northern Gateway

Primary schools to support growth West End Barton Blackbird Leys

Oxford flood risk management strategy

Chiltern Railways Evergreen 3 East West Rail (western section)

Thornhill Park and Ride

Oxford

Schemes

	Small/ medium Windfall Housing Sites	Oxford West End Renais- sance	Barton (Barton and North- way Estates)	Small/ Regen- eration Projects (Rosehill and Wood Farm)	Black- bird / Greater Leys	New Council House	North- ern Gate- way	Home- lessness Projects
Short Term 2010–2015	2,722 homes	830 homes	500 homes	n/a	500 homes	58 homes	200 homes	n/a
Medium Term 2015–2020	1,151 homes	35,000 m²	500 homes	n/a	0 homes	0 homes	20,000 m²	n/a
Long Term 2020–2030	1,900 homes	0 homes	0 homes	n/a	0 homes	0 homes	35,000 m²	n/a
Total	**5,773 homes**	**830 homes** **35,000 m²**	**1,000 homes**	**n/a**	**500 homes**	**58 homes**	**200 homes** **55,000 m²**	**n/a**

This is not an exhaustive list. There may be other strategic infastructure and partners involved

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7. Science Vale UK

Science Vale UK (SVUK) sits in the Oxford and Central Oxfordshire 'Diamond for Investment and Growth'. It includes the areas of Didcot, Wantage and Grove, Harwell Science and Innovation Campus (HSIC), Culham Science Centre, and Milton Park. Didcot and the Wantage, Grove and Harwell conurbation are covered elsewhere as separate place-making localities.

SVUK is an area of economic growth focused around enterprise and innovation. It includes a significant proportion of the region's scientific research and development and high technology businesses.

Harwell SIC has just under 70 ha of land earmarked for mixed-use development, including science and innovation, business, and residential uses. A further 24 ha of land could be used for business development in the period to 2020. An additional 100 ha has been earmarked for a mix of science, business and residential development from 2020. Milton Park is one of the largest business parks in Europe and is a cluster of knowledge-based businesses. It covers 77 ha of land and has 340,000 m2 of floor space, employing more than 6,300 people.

Each of the areas which form SVUK has specific infrastructure needs, but the over-arching infrastructure requirements for the whole of the SVUK area is the Accessing Science Value UK package, which includes a new railway station to serve Wantage and Grove.

Further plans include the roll-out of high-speed broadband across SVUK and the creation of an innovation learning park, which will address the learning and development needs of employees in all sorts of businesses as well as meeting the increasing demands for further education across SVUK.

Strategic infastructure

| Accessing Science Vale UK transport package | Science Vale UK LearningPark at Didcot | SVUK high speed broadband access |
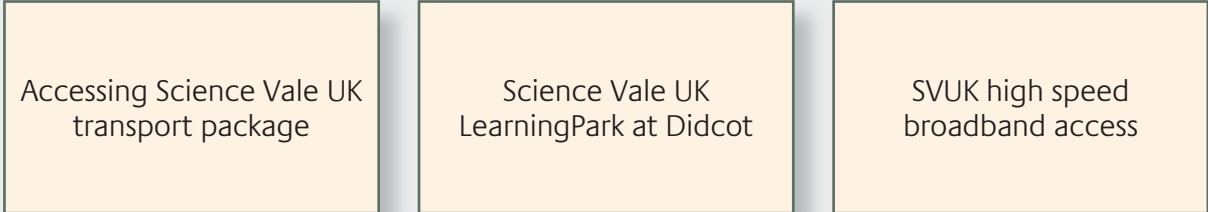
Science Vale UK

Schemes

Science Vale UK

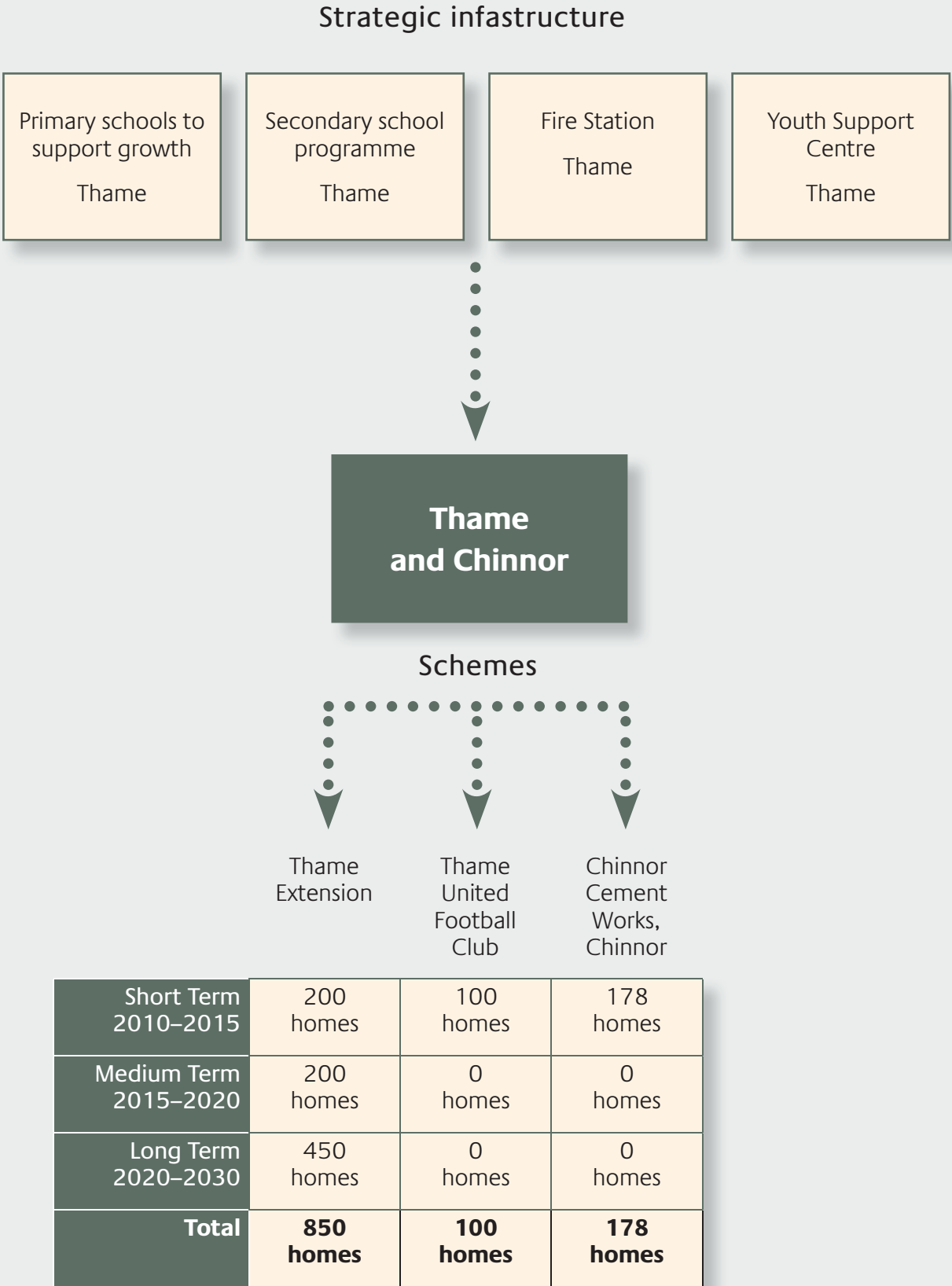|	
Short Term 2010–2015	70 ha
Medium Term 2015–2020	24 ha
Long Term 2020–2030	100 ha
Total	**194 ha**

This is not an exhaustive list. There may be other strategic infastructure and partners involved

8. Thame and Chinnor

The Thame and Chinnor area could provide 478 homes in the next five years, and a total of 1,128 homes by 2030. This expansion would come from three housing-led schemes; the extension to Thame; the redevelopment of Thame United Football Club; and Chinnor Cement Works.

Four strategic pieces of infrastructure have been identified to ensure a rounded development within the larger area. These are (all in Thame):

- a new primary school
- a youth support centre
- secondary education provision, and
- a new fire station.

Strategic infastructure

Primary schools to support growth	Secondary school programme	Fire Station	Youth Support Centre
Thame	Thame	Thame	Thame

Thame and Chinnor

Schemes

	Thame Extension	Thame United Football Club	Chinnor Cement Works, Chinnor
Short Term 2010–2015	200 homes	100 homes	178 homes
Medium Term 2015–2020	200 homes	0 homes	0 homes
Long Term 2020–2030	450 homes	0 homes	0 homes
Total	**850 homes**	**100 homes**	**178 homes**

This is not an exhaustive list. There may be other strategic infastructure and partners involved

9. Wallingford and Cholsey

The area comprising Wallingford and Cholsey in South Oxfordshire could deliver a total of 603 new homes in the next five years and a total of 1,103 homes by 2030. Two priority housing schemes have been identified: Fair Mile Hospital and an extension to Wallingford.

Strategic pieces of infrastructure to support these housing-led schemes are new primary school and secondary school improvements, and a new fire station at Wallingford.

Strategic infastructure

Primary schools to support growth	Secondary school	Fire Station
Wallingford	improvements	Wallingford

Wallingford and Cholsey

Schemes

Thame Extension

Thame United Football Club

	Thame Extension	Thame United Football Club
Short Term 2010–2015	353 homes	250 homes
Medium Term 2015–2020	0 homes	250 homes
Long Term 2020–2030	0 homes	250 homes
Total	**353 homes**	**750 homes**

This is not an exhaustive list. There may be other strategic infastructure and partners involved

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10. Wantage, Grove and Harwell

The towns of Wantage, Grove and Harwell form the western boundary for Science Vale UK and both will be receiving major housing. The Local Plan already allocates Grove Airfield for 2,500 homes and the emerging Core Strategy is proposing to allocate a further 1,500 homes north-east of Wantage.

Major pieces of infrastructure include the Northern Link Road at Grove and the Wantage Eastern Link Road. Also included are a new secondary school, two or three primary schools, a new library, contributions to the Accessing Science Value UK package and improvements/replacement of Wantage Leisure Centre.

The area around the Harwell Campus could take an additional 550 homes in the next five years, and a total of 675 by 2020. This is made up of Chilton Fields, which has recently been granted planning permission; and the land north of the Campus, which is being proposed as a strategic site as part of the emerging Core Strategy.
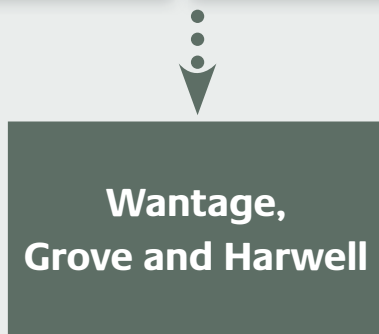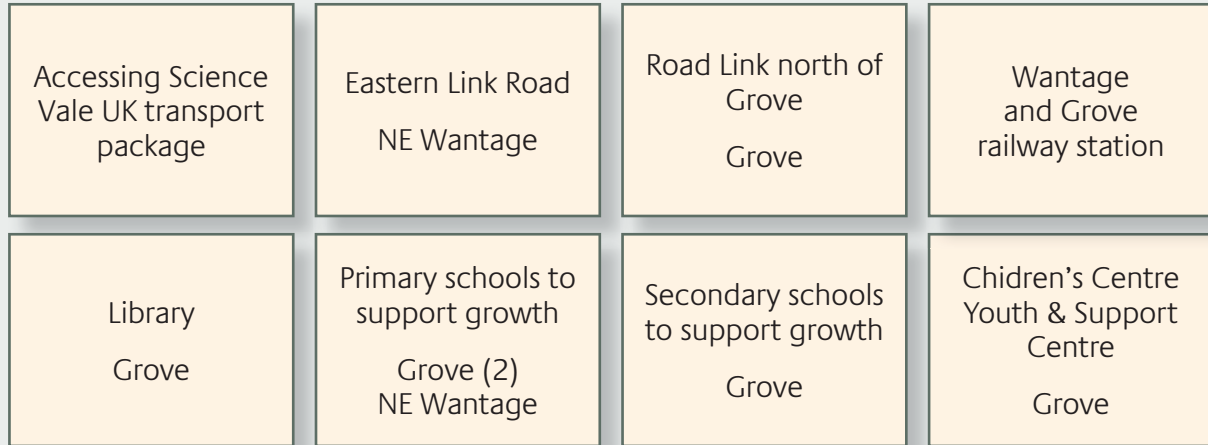
Taken together, the Wantage, Grove and Harwell area could deliver a total of 1,401 new homes in the next five years.

The strategic infrastructure to deliver these schemes includes the Accessing Science Value UK package. This covers road, rail, public transport and cycle schemes across the Wantage/Grove, Harwell and Didcot area.
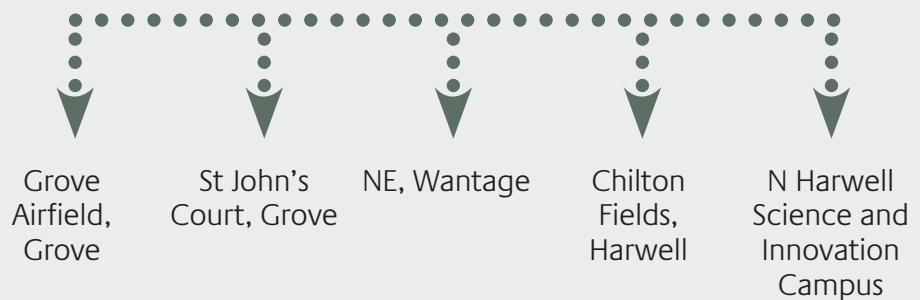
Other infrastructure needs are:

- the improvement/replacement of Wantage Leisure Centre
- a new library at Grove, and
- new primary schools and secondary schools.

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Strategic infastructure

Accessing Science Vale UK transport package	Eastern Link Road NE Wantage	Road Link north of Grove Grove	Wantage and Grove railway station
Library Grove	Primary schools to support growth Grove (2) NE Wantage	Secondary schools to support growth Grove	Chidren's Centre Youth & Support Centre Grove

Wantage, Grove and Harwell

Schemes

	Grove Airfield, Grove	St John's Court, Grove	NE, Wantage	Chilton Fields, Harwell	N Harwell Science and Innovation Campus
Short Term 2010–2015	650 homes	11 homes	190 homes	275 homes	275 homes
Medium Term 2015–2020	1,250 homes	0 homes	600 homes	0 homes	125 homes
Long Term 2020–2030	600 homes	0 homes	710 homes	0 homes	0 homes
Total	**2,500 homes**	**11 homes**	**1,500 homes**	**275 homes**	**400 homes**

This is not an exhaustive list. There may be other strategic infastructure and partners involved

11. West Oxfordshire strategic sites

Significant growth is expected in the towns of Carterton, Chipping Norton, and Witney. Additionally, there are considerable development pressures and housing needs, particularly for rural housing and the elderly. Much of the planned future investment aims to improve and expand the existing infrastructure in towns as well as villages.

Witney, the largest town in West Oxfordshire, has expanded considerably over the last 20 years. Carterton, the next largest town, is also undergoing major expansion related to the redevelopment of the air transport base.

Five housing-led priority growth schemes have been identified in West Oxfordshire. Together, these schemes could deliver 1,400 homes in the first five years. The schemes include:

- Chipping Norton
- Northern Carterton
- West Witney/North Curbridge SDA
- Carterton Expansion, and
- various market-town schemes.

Seven pieces of strategic infrastructure have been identified to help deliver these housing schemes. The transport infrastructure includes:
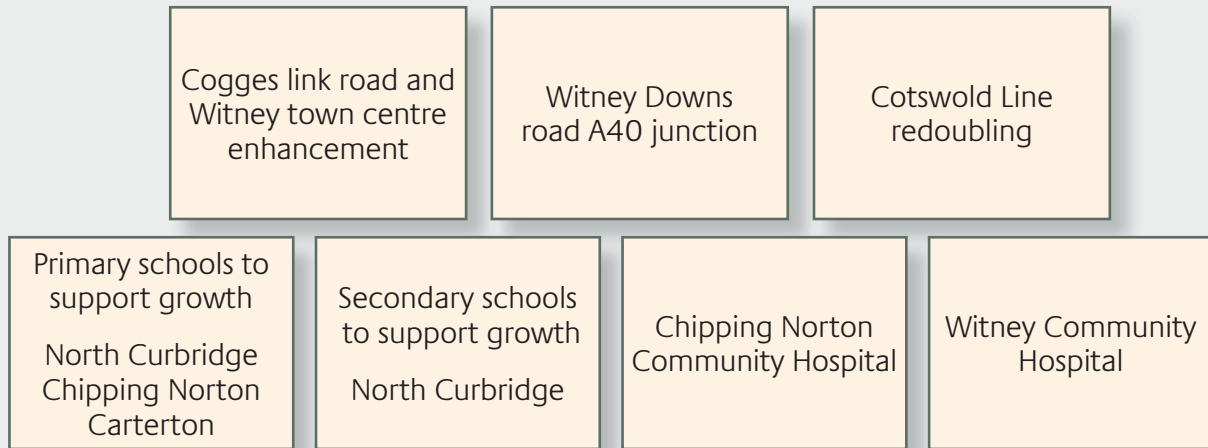
- Cogges Link Road and Witney town-centre enhancement
- Witney Downs Road A40 Junction, and
- the Cotswold railway line redoubling.

Also identified are:

- a new primary school at Chipping Norton
- a new primary and secondary school at North Curbridge ,and
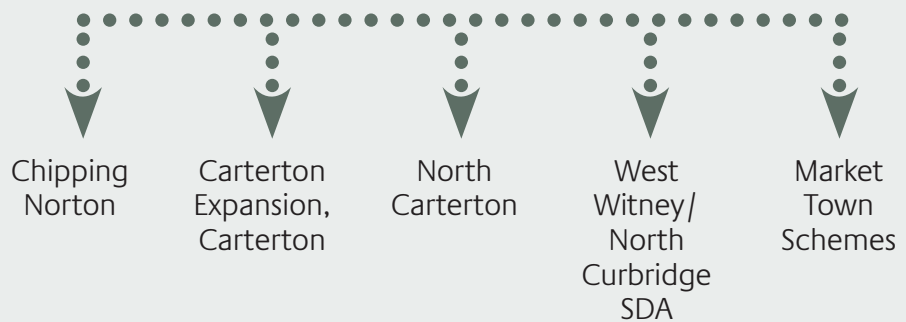- community hospitals in Chipping Norton and Witney.

Strategic infastructure

Cogges link road and Witney town centre enhancement	Witney Downs road A40 junction	Cotswold Line redoubling

Primary schools to support growth North Curbridge Chipping Norton Carterton	Secondary schools to support growth North Curbridge	Chipping Norton Community Hospital	Witney Community Hospital

West Oxfordshire strategic sites

Schemes

	Chipping Norton	Carterton Expansion, Carterton	North Carterton	West Witney/ North Curbridge SDA	Market Town Schemes
Short Term 2010–2015	200 homes	200 homes	200 homes	300 homes	500 homes
Medium Term 2015–2020	0 homes	400 homes	0 homes	700 homes	500 homes
Long Term 2020–2030	0 homes	400 homes	0 homes	0 homes	1,000 homes
Total	**200 homes**	**1,000 homes**	**200 homes**	**1,000 homes**	**2,000 homes**

This is not an exhaustive list. There may be other strategic infastructure and partners involved

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12. Rural housing

Almost half (49 per cent) the population of Oxfordshire live in rural settlements, making Oxfordshire the most rural county in the South East region. The Oxfordshire Rural Housing Strategy (RHS) recognises 450 rural settlements in Oxfordshire, which accounts for about 19 per cent of the rural settlements in the region.

While house prices vary significantly across Oxfordshire, there is strong evidence of high prices in many rural parishes, and affordability is a key concern. The supply of affordable housing in rural areas is limited because not many properties are coming onto the market. As a result, there is a lack of accommodation for newly forming households wishing to live in rural settlements, and many young people are leaving rural areas.

Many small villages are becoming exclusive communities of retired people and wealthy commuters. The loss of services, schools and shops in rural areas contributes to longer commute times and places a toll on the local economy. For this reason Oxfordshire County Council's primary Strategy for Change reaffirms its commitment to keeping local schools. There are no proposals for the closure of rural primary schools.
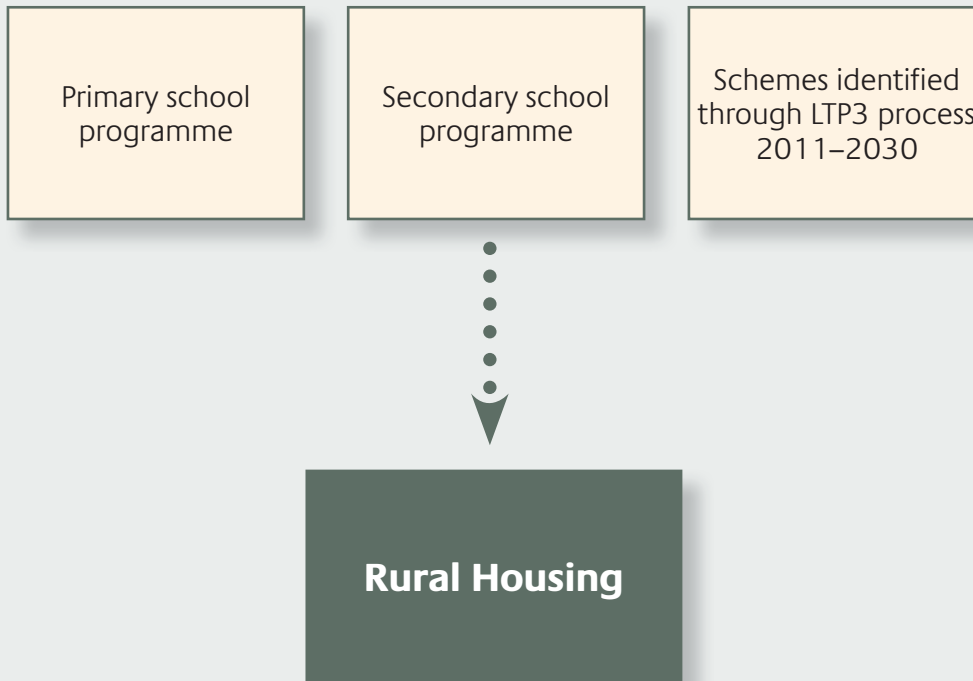
The RHS aims to promote sustainable communities in the rural areas of Oxfordshire; prevent the decline of local services; and enhance community life. It recognises the importance of market towns in delivering sustainable, thriving local communities.

The population of Oxfordshire is getting older, and the proportion of people aged 65 or older is expected to grow. This growth is substantial in the rural districts and will have implications for the type of housing and services that will be needed. It will be important to provide appropriate housing and support for the elderly in rural areas, to enable them to remain independent or live in homely environments in the community for as long as possible.
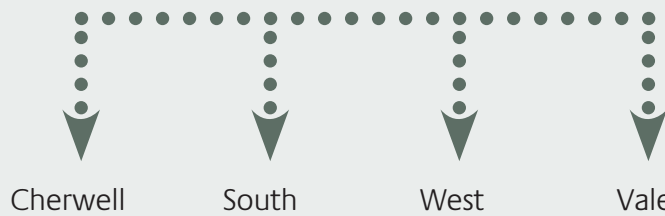
Cherwell, South Oxfordshire, Vale of White Horse and West Oxfordshire have identified rural housing schemes. Taken together, the schemes in these four districts are expected to deliver 1,498 homes within the next five years.

Because these schemes are not site specific, it is difficult to identify the specific strategic infrastructure they will need. In general, they will use existing transport and education infrastructure, but the plans will be re-examined as the development programme progresses and the Local Development Frameworks are finalised.

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Strategic infastructure

| Primary school programme | Secondary school programme | Schemes identified through LTP3 process 2011–2030 |

Rural Housing

Schemes

	Cherwell	South	West	Vale
Short Term 2010–2015	275 homes	120 homes	603 homes	500 homes
Medium Term 2015–2020	80 homes	100 homes	400 homes	100 homes
Long Term 2020–2030	160 homes	200 homes	800 homes	200 homes
Total	**515 homes**	**420 homes**	**1,803 homes**	**800 homes**

Numbers do not include windfalls on unidentified sites

This is not an exhaustive list. There may be other strategic infastructure and partners involved

Part 4: Next steps

Delivering the LIP

Local Investment Agreement (LIA)

The Local Investment Agreement (LIA) flows from the LIP and is a non-legally binding Memorandum of Understanding between the local authorities and the HCA about the investments and resources that they will provide. The LIA seeks to give certainty to all parties in preparing schemes and interventions. The LIA will also complete the analysis of the different funding streams available.

The LIA will be prepared by SPIP, but by its nature it also needs to be formally agreed by each local authority.   The LIA should be completed by the end of June 2010.

The SPIP will consider using a similar format for agreements with other funding and delivery partners to ensure they formally commit to investing in Oxfordshire.

Monitoring

The success of any plan is proved by monitoring its impact. Monitoring, in turn, leads to assessing when and to what degree the plan needs to be reviewed. Each local authority is already responsible for monitoring issues relating to house building, the number of new affordable homes, and employment floor space, through the annual monitoring report, which relates to the Local Development Framework. SPIP will use this information, as well as other context, to assess the LIP's success as part of this established cycle.

Reviewing

The LIP is an evolving document, and the SPIP will be able to review and if necessary update it to reflect changing circumstances. At the same time, it needs to have a long enough 'shelf life' so that key partners can rely on it to inform their investment decisions. We expect to review, and if necessary update, the LIP every 18 months.

Informing Oxfordshire programmes

The LIP will be used to inform work in the following areas.

Local Development Frameworks

Each district is responsible for producing a portfolio of documents to guide its future spatial planning, known collectively as the Local Development Framework (LDF). The LIP sets out a shared vision and identifies strategic objectives for Oxfordshire, which the five LDFs will help deliver.

LTP3

The third Local Transport Plan (LTP3) for Oxfordshire is currently being developed. Unlike the previous two documents, which had to be short-term bidding documents for regional transport funding, LTP3 takes a long-term view to 2030. LTP3 will seek to quantify the investment required for the highway and transport infrastructure that will support the planned growth; and will bid for public funding.

The key issue in the emerging LTP3 is the need to secure transport investment, which will enable development to go ahead, support the growth and competitiveness of the local economy, and make it easier to get around the county, while reducing the impact of transport on the environment, tackling climate change, and promoting

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healthy, safe and sustainable travel.

The LIP will support SPIP in informing and testing LTP3 as it progresses through crucial consultation stages.

Community Infrastructure Levy

The LIP will be vital in informing SPIP members' individual and collective thinking on the transition from Section 106 agreements to the new Community Infrastructure Levy (CIL).

SPIP has agreed to use the Local Investment Plan (LIP) and Local Investment Agreement (LIA) as a basis for advising the local planning authorities on development-related infrastructure needed by local government (particularly County Council) services; and by other providers. This advice will help local planning authorities decide on infrastructure planning in their LDFs and on whether to introduce CIL or other ways of getting contributions from developments.

Oxfordshire Economic Strategy

The LIP will be an important document in informing and testing the future Oxfordshire Economic Strategy, which SPIP is also responsible for. This LIP has been prepared in parallel with the County Council's Oxfordshire Economic Assessment (EA). The LIP and the EA will inform the issues that need to be addressed in the Economic Strategy.

South East Regional Strategy

The LIP will inform the production of the South East Regional Strategy by the South East England Partnership Board (SEEPB). The new document will replace the adopted South East Plan (Regional Spatial Strategy) and the Regional Economic Strategy, and will cover the period to 2031. This LIP, with its agreed shared visions, strategic objectives, and housing, employment and

regeneration schemes, will seek to inform the direction and content of this South East Regional Strategy as far as it relates to Oxfordshire.

Total Place/Total Capital

Total Place looks at how a 'whole-area' approach to public services and investments can lead to better outcomes. It seeks to identify and avoid overlap and duplication between organisations, so improving local services and efficiency. Through the LIP, we have started to apply our place-making approach to 12 locations across Oxfordshire. This could develop into a formal 'Total Place/Total Capital' approach, which could help deliver housing, employment, and regeneration schemes throughout the county.

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Formal adoption

The local authorities and the Homes and Communities Agency (HCA) formally sign up to the contents of this Local Investment Plan as part of the 'Single Conversation', and in advance of the Local Investment Agreement, which will be signed and sealed with the HCA in due course.

We are clear that the success of this LIP depends on the actions of ourselves and all our partners, and that we will seek to work together to achieve the growth we have outlined here.

On behalf of our individual organisations, working together within the Oxfordshire Strategic Planning and Infrastructure Partnership, we formally adopt this document.

Councillor Barry Wood
Leader, Cherwell District Council

Councillor Bob Price
Leader, Oxford City Council

Councillor Ian Hudspeth
Portfolio Holder for Growth and Infrastructure, Oxfordshire County Council

Councillor Ann Ducker
Leader, South Oxfordshire District Council

Councillor Tony de Vere
Leader, Vale of White Horse District Council

Councillor Barry Norton
Leader, West Oxfordshire District Council

David Edwards
Homes and Communities Agency

The LIP will be held by SPIP and the HCA. The HCA will formally seal this document. It will be publicly accessible through the local authorities' and HCA websites.

Date: 31 March 2010