

LAND WEST OF OXFORD ROAD STAGE 1 ENGAGEMENT REPORT

JULY 2026



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This report has been prepared by Kevin Murray Associates (KMA) with inputs from other members of the OUD team present at the public consultation events.

1 Report context & purpose

This report provides a record of the Stage 1 community and stakeholder engagement undertaken for the development of the site known as Land West of Oxford Road (LWOR), located within Cherwell District on the former North Oxford Golf Club. Within the Cherwell Local Plan, the LWOR site, referred to in the Plan as 'PR6b', is allocated for new homes in a sustainable location close to Oxford Parkway station

The site is owned by Exeter College, Merton College and the University of Oxford, who are jointly seeking a proposal for a housing-led development. Oxford University Development (OUD) is progressing an outline planning application for the site, on behalf of these landowners, to be submitted later this year.

Stage 1 public consultation was designed to understand local views on the site and its surrounding area, including the opportunities and challenges associated with future development. The engagement sought to gather feedback on key issues including housing, movement and connectivity, green infrastructure and landscape, community facilities, and the relationship between the proposed development and neighbouring communities. This feedback will help inform the emerging proposals for LWOR, supporting a development that responds positively to local priorities and aspirations.

Stage 1 engagement took place in June 2026 and consisted of two drop-in exhibition events, with 88 attendees across the two events. The venues and times were.

- **Bowls Pavilion, Cutteslowe Park, Oxford, OX2 8ES**
Friday, 19th June, 16:30 – 18:30 (50 attendees)
- **Stratfield Brake Sports Pavilion, Frieze Way, Kidlington, OX5 1UP**
Saturday, 20th June, 11:00 – 13:00 (38 attendees)



Community members attending the LWOR drop-in session at Stratfield Brake pavilion

Publicity

Flyers advertising the consultation events were sent to homes within a surrounding catchment of the application site, as shown below. A copy of the flyer can be seen in Appendix A.



Area sent advanced flyers in yellow

Stage 2 public consultation is likely to commence in September or October of 2026.



Attendees at the Cutteslowe Park pavilion exhibition

2 Drop-in exhibitions

At each of the drop-in events there were 11 exhibition panels arranged around the room for attendees to browse. These explained the background, principles and emerging content. The full set exhibition panels can be viewed in Appendix B.

Several team members were available to take questions and explain content. There was also a large floor map fixed to the floor showing the LWOR site outlined in red within the wider local area, illustrating its relationship to surrounding communities and landscape.

On arrival, attendees were asked sign in with names and their email contact details, if they wished, to be kept updated about future events and progress relating to the LWOR development.

Additionally, there were tables and chairs for attendees to sit and fill out a paper questionnaire form, along with weblinks available to view the exhibition panels and complete the form digitally, if preferred.



Drop in events at Cutteslowe Park (left) and Stratfield Brake (right)



The role of the floor map to aid orientation.

3 Themes emerging from exhibition discussions

The following themes and issues were raised and discussed across the various conversations the consultant team had with community members during the drop-in events.



3.1 Layout and Character

Southern Boundary Offset

A number of residents on Linkside Avenue expressed concerns about the proximity of the proposed development to their existing homes. Residents suggested that a greater offset along the southern boundary would be beneficial, particularly given the presence of established boundary vegetation, which several attendees wished to see retained and enhanced. There was also concern that the width of the buffer shown on the concept masterplan appeared significantly less than that illustrated on the concept diagrams.

Architecture and Character

Several attendees argued that the architecture should be characterful and distinctive, rather than resembling the standard developer-led schemes being delivered elsewhere. Some expressed concerns regarding the architectural style of the Priory Grove development by Croudace Homes to the south-east of the site, citing it as an example of poor development character they would not wish to see replicated at LWOR. Two attendees also commented negatively on the use of grey brick at Barton Park, with one describing it as reminiscent of prison blocks, while suggesting that the Croudace Homes scheme had the appearance of barracks.

There were differing views on the preferred architectural approach, with some expressing support for traditional stone architecture, while the others favoured a more contemporary style, drawing on examples such as the Greencore Homes development in Bicester. There was an overall agreement that grey brick should be avoided. It was suggested that a combination of stone and contemporary timber detailing could provide an attractive approach. Scale and height were also considered important and sensitive issues, alongside the choice of materials and colours, given their influence on the character of the wider area.

3.2 Trees, Landscape, Ecology

Impact on trees

The impact on trees was raised by a significant number of attendees, particularly the potential loss of mature trees across the golf course. Residents emphasised the importance of retaining and protecting as many existing trees as possible and sought greater clarity regarding which trees would be retained, and the scale and type of new planting that would be committed.

Southern boundary trees and A34 mitigation

Residents raised concerns regarding the condition and ongoing maintenance of the trees along the southern boundary. It was noted that the Leylandii had previously been maintained by the golf course, but some now appear to be in poor health, leading to concerns about their condition and any associated safety risks. Residents also indicated that they would welcome measures to provide acoustic relief from noise generated by the A34.

Oxford Road and rail corridor

Attendees highlighted the importance of retaining trees along both the railway boundary and Oxford Road, along with concerns about potential impacts on wildlife, including bats, rabbits and hedgehogs. There was broad support for retaining as many trees as possible along Oxford Road, although one attendee questioned whether the description of the route as an 'ecological corridor' overstated its ecological function.

Ecology of the whole site – its importance and how to improve it

Attendees raised concerns about the ecological value of the site, citing issues like the potential loss of bat foraging routes along fairway trees and dark routes. Questions were raised about how bats, including rare barbastelle bat species on the site, would be protected during construction and throughout the development process. There was an overall emphasis on safeguarding existing habitats and enhancing biodiversity where possible.

Quality of new planting

The quality of new planting and landscape design was considered particularly important. Attendees discussed the importance of landscape character, species selection, and placemaking, especially within public open spaces and play areas, and referenced nearby developments as examples of where landscape quality had contributed positively to the overall environment.

Public open space accessibility

There was concern that the proposed public open space may not be genuinely accessible to the wider community. Residents emphasised the importance of ensuring that these spaces are welcoming, inclusive, and available for all members of the community to use.

Flooding

General concerns were raised regarding flooding and the potential impact of development on surrounding properties. Some attendees referred to recent local flooding events and expressed apprehension about how site coverage, surface materials and drainage of emerging proposals could affect flood risk. Those who raised these concerns were reassured to some extent by the approach articulated at the exhibition.

Presence of symbolic memorials commemorating deceased golf club members

Former golf club members advised that the ashes of several deceased members had been scattered across the golf course. Attendees also noted the presence of a commemorative plaque located somewhere near the former 3rd green, 4th tee or 6th tee. While there was recognition that little could be done regarding the scattered ashes, it was suggested that, if found and if possible, the plaque should be retained.

3.3 Housing and community facilities

Who are homes for?

A number of attendees questioned who the proposed homes would ultimately serve, expressing concerns that they may not address Oxford's unmet housing need, with some arguing that the housing might primarily attract London commuter types, potentially complicating, and not meeting, local needs and affecting community identity and cohesion.

Proximity along southern boundary

A couple living along the southern boundary of the site expressed concern about the proximity of proposed homes to their back garden, and did not wish to see development located directly adjacent to the boundary. While they supported the proposed link through Lakeside and indicated that they would use it, they did not want new housing to go up against the site boundary. They were also interested in whether mitigation measures could help reduce the impact of noise from the A34 on existing residents.

Amenities

Some attendees raised questions about the lack of non-residential facilities within the site, but when it was explained that the development is expected to provide a local centre and primary school, this was generally accepted. However, several attendees continued to raise

questions regarding healthcare provision and the potential impact of additional population growth on local services.

Impact of more people living locally

Attendees highlighted the importance of ensuring that adequate services and facilities are available to support a growing population. The biggest concerns were around the capacity of GP surgeries and local schools, alongside a view that providing services locally could help reduce the need for avoidable vehicle journeys, contributing to 'living locally'.

Solar panels on new homes

Several attendees expressed support for the inclusion of solar panels on new homes as part of a wider commitment to sustainability and energy efficiency.

3.4 Golf course and closure

Loss of the golf club

The closure of the golf club was a concern, with a view that there was a lack of transparency around the process and member vote that led to it, believing the vote to was not open, fair or valid.

Exeter College distrust

Several attendees raised broader issues of trust around planning negotiations, on matters including the golf course, PR6b policy, and replacement provision. This mistrust was also linked to the Stratfield Brake site and issues like ancient woodland status.

Loss of open space and greenery

Some, not all golfers, expressed concern about the perceived loss of open countryside and green space, feeling that development would be 'concreting over the countryside'.

Demand for facility

It was argued that there remains a demand for golf facilities in the area and that the case for an 'absence of need' has not been proven, particularly with expected population growth seen as sustaining demand for facilities. Many spoke about having to find golf clubs elsewhere and running into difficulties with some having full memberships already.

3.5 Transport / connectivity

Additional traffic and parking

Attendees raised questions about the cumulative impact of additional traffic and parking pressures from this development and others nearby. There was concern about how access and circulation within the site would operate, and the effect on Oxford Road and surrounding junctions.

Vehicle access strategy

There was significant interest in vehicle access strategy around the site. Attendees were informed of the emerging approach whereby residents would be able to access their homes by car, but the site would not function as a through-route for general traffic, with only emergency vehicles able to pass through the central area. This was explained as a means of prioritising people and public space and amenity, and the approach was generally well received.

Oxford Road accessibility

Numerous concerns were raised regarding the current condition and safety of Oxford Road for pedestrians and cyclists travelling north-south. Residents highlighted the need for improved walking and cycling infrastructure and the importance of safe and convenient east-west crossings to enable access to local amenities within PR6A.

Cycling approach

Attendees discussed the proposed approach to cycling and questioned how effectively various, fragmented routes would connect with one another, concerned with how joined up it could really be. It was also suggested that pedestrian routes should be prioritised over cycle routes in certain locations, particularly to ensure that walking environments remain safe and comfortable for older and younger residents.

Commuting cyclists

It was noted that many cyclists currently tend to use the pavement on use the western side of Oxford Road, rather than the eastern, because it offers a more direct route with fewer interruptions. The Parish Council Chair expressed concerns that the proposed cycle route through the Bellway site (and around her home) is too convoluted and unlikely to be widely used, suggesting instead that there should just be one route on the side of the road adjacent to the PR6b site.

Active Travel Lakeside - Parkway Link

The proposed active travel connection to the south, linking the to Lakeside, was generally well received. Many people from the residential area to the south of the site welcomed the

potential for improved pedestrian and cycle connection to Lakeside cul-de-sac and were pleased to hear that the connection would not be for vehicles.

Some concerns were raised about the potential unintended consequences of the link. It was suggested that because the connection could create this more convenient walking route between Lakeside and the new stadium, thus potentially encouraging visitors to park in Lakeside, that the solution to avoid this potential problem with parking on residential streets should fall on within the scope of the PR6b application. A small number also expressed concerns that improved access and permeability could affect the safety and security of the existing neighbourhood, which they felt currently benefits from limited through movement, helping to keep unwanted individuals out.

Potential ransom strip

This relates to the aspiration to provide a pedestrian and cycle connection to the cul-de-sac on Linkside. Concerns were raised regarding the existence of a ransom strip, which may present a challenge to delivering the route. It was suggested that a nearby resident may own a narrow strip of land between the road and the golf course. This should be investigated through a full title search to confirm this strip exists and better understand any implications for the proposed connection.

Active travel within site

Attendees emphasised the role of walking and active travel locally, including activities such as dog walking. A number of people asked about the approach to active travel both within the site and on Oxford Road. The emerging strategy was generally well received.

Oxford Road corridor

There was support for improving the Oxford Road corridor for active travel, although attendees emphasised the importance of retaining existing trees along the site's frontage where possible. Residents also noted the recent reduction in the speed limit to 30mph introduced by the County and suggested that this should be reinforced through any future design of Oxford Road.

Traffic impact

Many questions were raised regarding traffic impact, particularly in relation to the cumulative effect of multiple developments planned across the area. In response, it was explained that PR6b has been included within the wider transport modelling undertaken for the surrounding PR sites and that the associated mitigation package for the PR sites includes significant investment in active travel and public transport improvements.

Impact on Kidlington bus lane route

A number of attendees highlighted existing congestion affecting bus routes from central and North Kidlington, especially to Oxford. It was argued that bus journey times are already being impacted by traffic conditions and that any further development in the area will need to be accompanied by measures to address and mitigate additional congestion on key routes.

Parkway station

Oxford Parkway Station was identified as major generator of vehicle traffic, attracting people travelling from varying distances, and is therefore a generator of local traffic. It was noted that the role of the station in generating local traffic should be addressed as part of transport planning and parking considerations for the site.

Parking

There were numerous questions about parking and its link to traffic impact. It was explained that the site is in an accessible location and that the County's standards for parking have lower levels of provision compared to the surrounding residential areas.

ExoQ railway footbridge

Questions were raised about the proposed footbridge connection between Oxford Parkway Station and ExoQ, including whether the associated costs should be shared with the proposed stadium development. One attendee from Cyclox (Oxford Cycle Campaign Group) was enthused about a new active bridge but noted the importance of needing a connection to the west on land outside the site to enable a continuous route through to Oxford North.

East-West rail

Some sought clarification regarding the temporary and permanent safeguarding associated with East-West Rail and what this could mean in practice for the site and surrounding area. There was some mistrust of actual delivery, given long delay from initial concept.

'Tin Hat' scheme

A relief road proposal for North Oxford was referenced, and it was suggested that the principles and links behind be explored further.

3.6 Utilities/services

Water Pressure

At least four attendees mentioned low water pressure in the area. While this issue sits outside of OUD's control, it was a noted concern.

Water spring in the south of site

One resident, living on Linkside Avenue, advised that there may be a spring located somewhere between the 11th and 12th tees of the golf course. Although no evidence of a spring was seen during various site walkovers, it will need some further investigation and confirmation.

Issues with Thames Water

There was a general sense of mistrust among attendees regarding Thames Water services.

Sewerage capacity

Sewerage capacity was raised several times during discussions, with people citing how the nearby Bellway development had experienced delays because it was, supposedly, unable to secure a sewer connection. This concern will need to be investigated further.

3.7 Oxford United Stadium

The stadium was a common issue raised across many residents. Many of the issues were related to the stadium itself rather than the LWOR development, though one detail to highlight is the effects of the matchday closure on Oxford Road and the apparent restrictions to using the 'Park and Ride' on matchdays. Thus, there are questions around how matchday parking might be prevented within LWOR.

3.8 Cumulative development effects

Wider impact on local neighbourhoods

There was general concern around about overdevelopment in the area and its cumulative impacts, including the loss of countryside, the effects on the green/countryside gap between Oxford and Kidlington, effects on biodiversity, trees, and landscape, as well as social impacts of bringing in too many new outsiders into the existing communities. There were also concerns about the scale of the LWOR site and how that may further amplify the impact of the development. Attendees also referenced other developments in the area as examples of changes that they felt had altered the character of the community, such as Croudace and St. John's 'red development'.

Cumulative traffic and congestion impacts

Many attendees raised concerns about the cumulative traffic impacts arising from all of the PR developments and the perceived lack of coordinated planning across the sites. Of particular concern was maintaining convenient access to the Sainsbury's at Kidlington Roundabout, especially for elderly residents who rely on car travel.

Archaeology

The importance of cataloguing the notable archaeological elements of the site and understanding its layers of history was also raised during discussions. Additionally, one attendee with apparent knowledge of the archaeology sector suggested using Oxford Archaeology's services, not Cotswold, for more accurate data.

Overall community sentiment

Attendees expressed a wide range of views, including criticism and support for the emerging proposals at LWOR.

Criticism reflected a range of concerns, including:

- *'This is all about money...'*
- *'This will have an adverse impact on my property value – on our home and quality of life...'*
- *'Oxford is in decline... especially transport and greenery... certainly not like it was'*

Supportive comments included:

- *'Thanks for doing this, we appreciate the up front, pre planning approach...'*
- *As the owner of a house on Linkside Avenue... Oxford does need more housing, and the site is a sensible place to put this. I am also looking forward to having more direct foot and cycle access to Oxford Parkway Station via the link from Linkside Avenue, as well as access to nice spaces for dog walking, etc.'*
- *'Plans look good. Please create a beautiful community your children would be proud of.'*



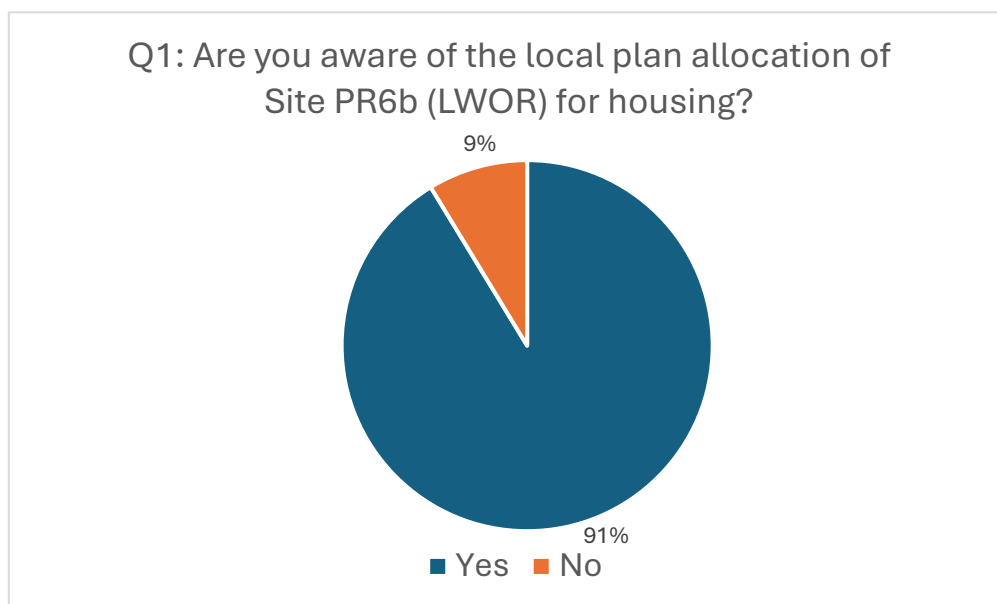
Discussions at Stratfield Brake drop in

4 Questionnaire feedback analysis

A total of 16 paper and 7 online questionnaire forms were received – 23 in total. The full questionnaire can be found in Appendix C and more detailed set of long-form responses in Appendix D.

The following analysis is arranged in response to certain questions within the feedback survey.

Section 1: Understanding the site today



The vast majority of respondents were familiar with and informed about PR6b's allocation as a housing site within the Cherwell Local Plan.

Question 2: What challenges or issues do you think the site currently faces?

Concerns around **capacity (transport, access, infrastructure, and services / facilities)** emerged as a strong theme in responses. Many felt that Oxford Road is already operating at or beyond capacity, citing existing congestion, lengthy bus delays, such as routes between Kidlington and Oxford, and concerns that additional housing, alongside other planned developments and the proposed stadium, would place further pressure on the local road network. Respondents also highlighted issues relating to pedestrian and cycle safety, particularly along Oxford Road, with some describing pedestrian crossings as inadequate, having poor lighting, and cycling infrastructure as unsafe. Some lamented the closure of the golf course as an important recreational facility, particularly for older residents, and as a loss of a local sports amenity generally. Others pointed to concerns that local opposition to more housing could stall the proposed development. Respondents also

questioned whether existing services, including GPs, dentists, and other community facilities, would be able to support an increase in population.

Overall, there is a clear view that improving connectivity and demonstrating how additional traffic demand can be managed will be an important consideration for the development proposal, and that new homes should be delivered alongside appropriate supporting infrastructure and services for existing and future residents.

Another recurring theme was **environmental impacts, flooding, and the potential loss of green space**. Some respondents raised concerns about the site's existing drainage conditions, noting that parts of the former golf course become waterlogged during winter and questioning whether local sewerage and water infrastructure has sufficient capacity to accommodate new development. Others feared that new development would impact the availability of open green space, biodiversity, mature trees, hedgerows, and wildlife habitats. People value the site for its environmental qualities and wider benefits it provides in terms of landscape character, making ecological enhancements and green infrastructure key considerations.

Theme	Mentions
Traffic congestion and parking pressures	6
Trees, green space and biodiversity	5
Flood risk, drainage and utility capacity	4
Loss of the golf course and recreational amenity	4
Capacity of local services and infrastructure	3
Scale of development and housing growth concerns	3
Walking, cycling and pedestrian access	3
Community safety and security	1
Construction-related disruption	1
Legal challenge and previous commitments	1

Question 3: Are there any features of the site or its surroundings that you particularly value?

The most prominent theme in responses was the value placed on the site's **natural environment and green character**. Many respondents highlighted the importance of the site's open green space, mature trees, and wildlife, such as deer, rabbits and birds. One described the site as a "green lung" and valued the sense of being surrounded by trees rather than buildings. Again, the site's environmental qualities are highly valued by locals for their ecological value and contribution wellbeing and landscape character.

Another theme was the desire to **retain recreational and open space uses**. Multiple respondents identified the golf course as a valued local amenity, with some describing it as the best current use of the land. Others emphasised the benefits of the Green Belt, open fields, and accessible green spaces, including the land around the cemetery. Some feel the

site is an important recreational resource and believe future development should retain opportunities for sports and leisure, access to nature, and be well connected, with one respondent expressing the need for “improved cycle and pedestrian routes that link beyond the site to the wider area.”

Theme	Mentions
Trees / mature trees / tree retention	12
Green space / Green Belt / open landscape / “green lung”	10
Golf course / recreational amenity	4
Walking, cycling and connectivity improvements	3
Wildlife / biodiversity	1
Traffic / car dependence / road pressure	3
Public right of way / access issue	1
Housing quality / need for quality housing	1
No valued feature / no comment	1

Question 4: Do you have any observations, about the constraints or opportunities of the site?

Concerns relating to **traffic, parking, and access** were again a significant theme in responses. Many felt that the local road network is already under significant pressure, citing congestion on routes between Oxford and Kidlington, difficulties accessing Oxford Road during peak periods, and concerns that additional development would exacerbate existing issues. There was also concern about overspill parking associated with new development and the proposed stadium, particularly within neighbouring residential streets, with some calling for controlled parking measures to protect existing communities. These comments indicate that transport impacts remain a key consideration for local residents and that proposals will need to clearly demonstrate how movement, access and parking demand can be managed.

Another theme was **how the site's capacity for development may affect the environment**. Many respondents expressed concerns about the potential loss of biodiversity, green space, and the wider landscape character of the area, with some questioning if a large development could be accommodated without significantly affecting existing ecological assets. Flood risk and water management were also highlighted as constraints. The height of new buildings was cited as consideration to make, as well.

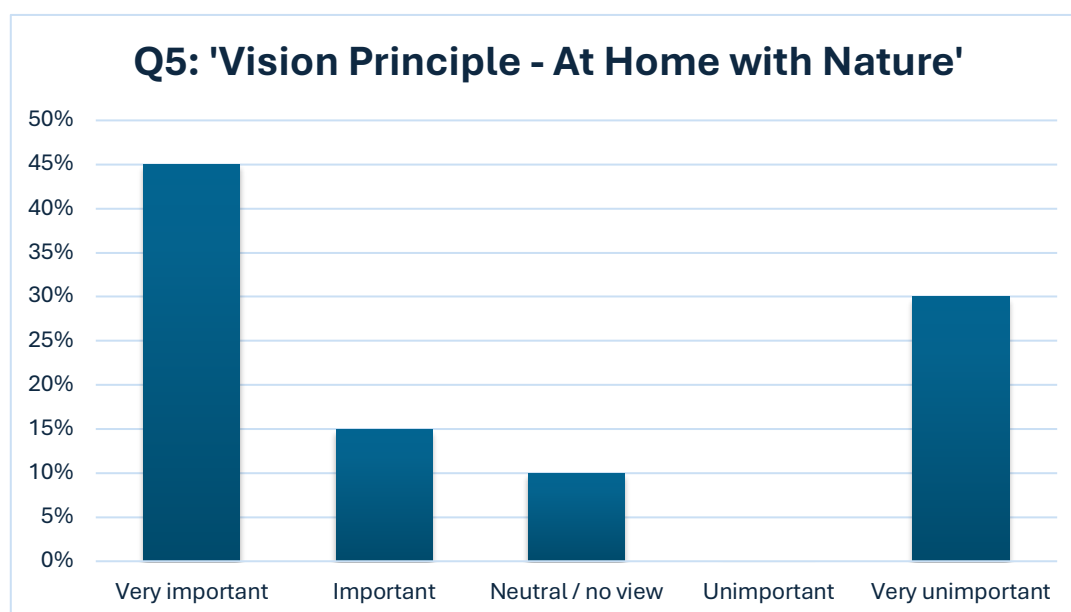
Alongside concerns, some respondents felt that the site presented an **opportunity to create a well-connected and sustainable new community**. Some recognised the need for additional housing and viewed the site as a logical location for growth. These respondents highlighted opportunities to improve walking and cycling connections, particularly enhanced links to Oxford Parkway Station, provide attractive public green spaces, and create new community facilities such as shops, healthcare provision and a community hub. There was support for development that encourages active lifestyles and provides facilities

and services for daily needs within close proximity, with one respondent saying, “It should have some shops on site to supply local needs and reduce need to travel for everything, especially for kids.” However, one respondent remarked how “there is a real risk the only people able to afford the housing [built] on this site will be London commuters” and that “plans will not address Oxford's need for cheap rentable homes for key workers.” While many have concerns about the impacts of a future development, there are also those interested in how a proposal could deliver needing housing and lasting benefits for both new and existing residents if planned and integrated successfully.

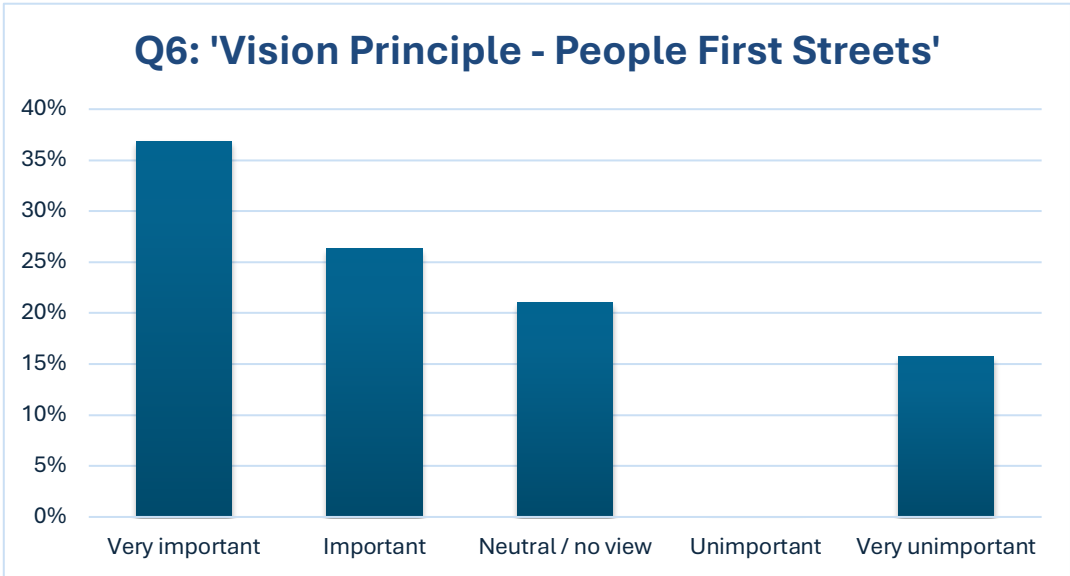
Theme	Mentions
Traffic congestion, parking pressures and access to Oxford Road	6
Housing growth, scale of development and impact on local character	5
Golf course loss and concerns about previous commitments	2
Community facilities, healthcare and local services	3
Green space, biodiversity and landscape character	4
Support for the proposals and need for new housing	2
Walking and cycling connections to Oxford Parkway and surrounding areas	1
Building heights and relationship with neighbouring homes	1
Questions about land west of Frieze Way	1
Flood management and drainage	1
Local shops and everyday amenities	1

Section 2: Vision Principles

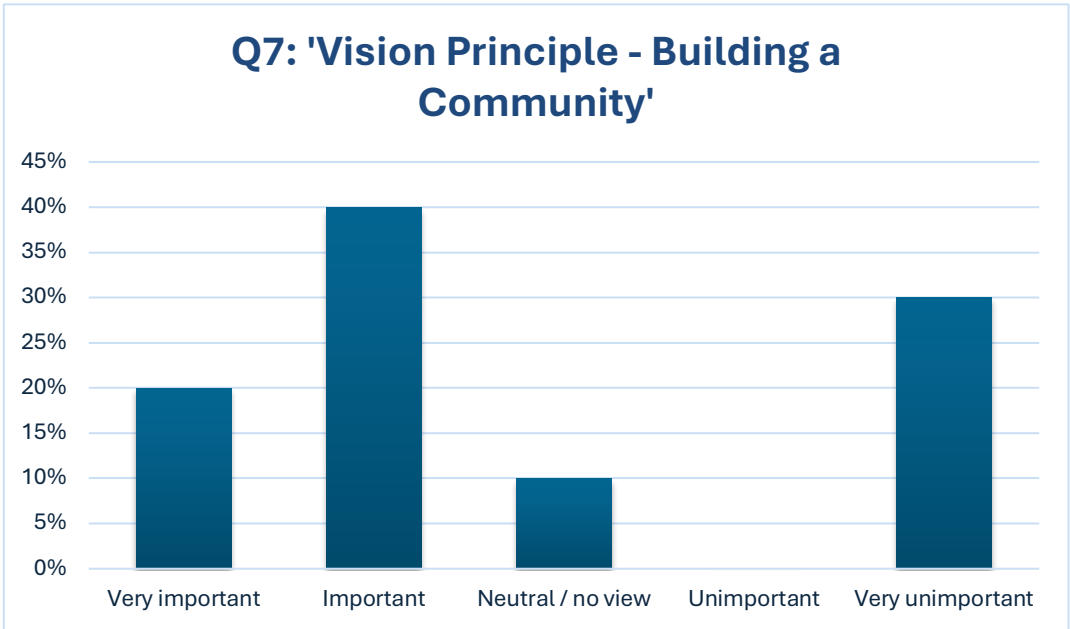
How important are the aspirations shown on the Vision Principles panel, to you? (The ‘Vision Principles’ panel can be seen in Appendix B)



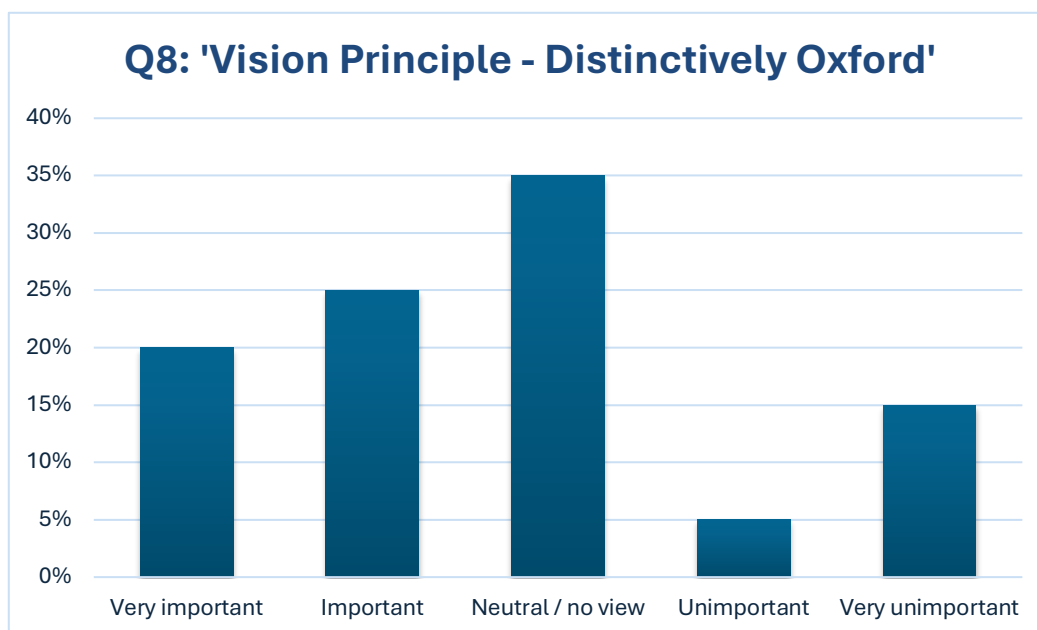
The majority considered the 'At Home with Nature' principle to be 'very important' or 'very unimportant', with 30% indicating 'Very Unimportant'.



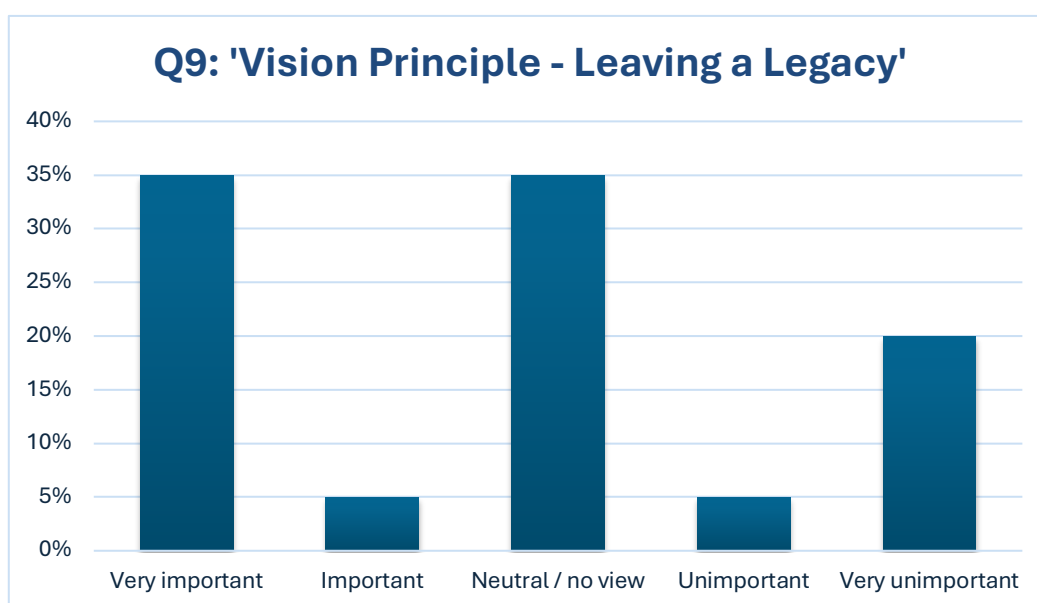
The majority of respondents viewed the 'People First Streets' principle as either 'very important' or 'important'. Of the remaining respondents, more had a 'neutral' view of it rather than feeling it was 'very unimportant'.



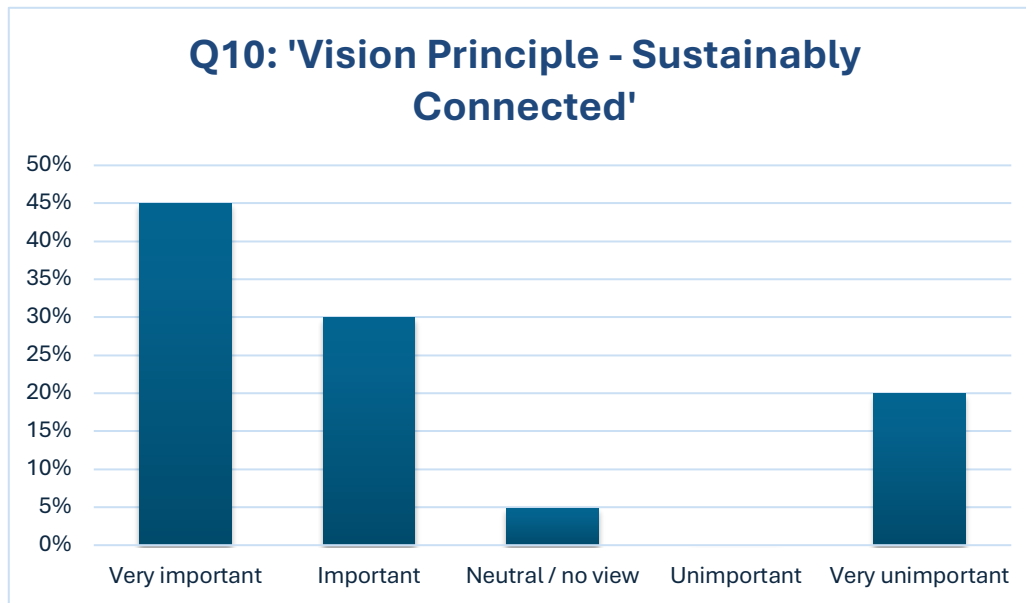
The majority of respondents viewed the 'Building a Community' principle as either 'important' or 'very unimportant.' However more people believed it was 'very unimportant' than 'very important,' indicating a substantial negative view.



Interestingly, the most common view of the 'Distinctively Oxford' principle was 'neutral/no view'. However, a combined majority of respondents had a positive view of the principle, rating it either 'very important' or 'important'.

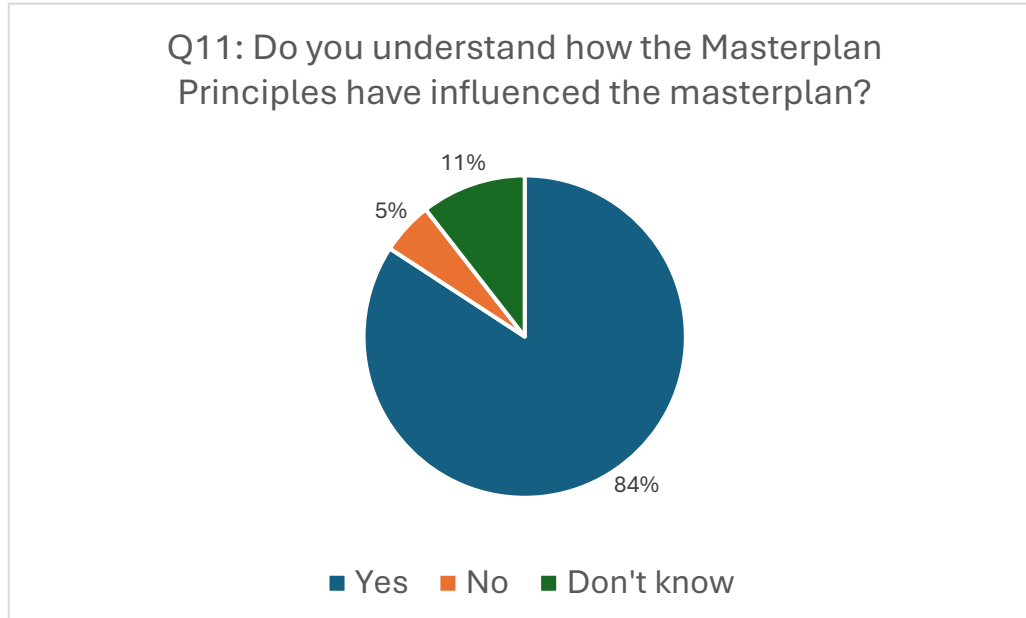


This was a more divided response. The majority of respondents felt the 'Leaving a Legacy' principle was either 'very important' or gave it a rating of 'neutral/no view'. The third most common response was 'very unimportant' reflecting an overall polarizing positive or negative view of the principle with the rest feeling neutrally and little sentiment sitting in between. The third most common response was 'very unimportant', reflecting polarised positive and negative views of the principle.



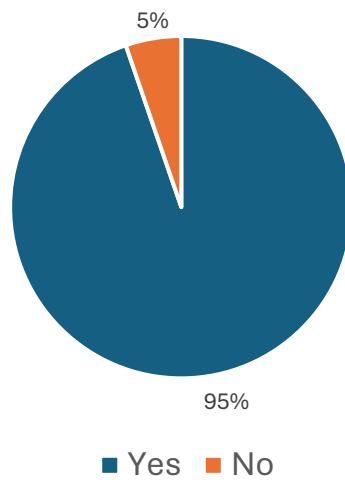
The majority of respondents felt positively about the 'Sustainably Connected' principle, feeling it was either 'very important' or 'important'. 20% considered the principle was 'very unimportant'.

Section 3: Concept Masterplan



Most respondents understood the links between the masterplan principles and the emerging elements within the masterplan proposal, indicating that the proposal thus far clearly reflects the aims of the principles.

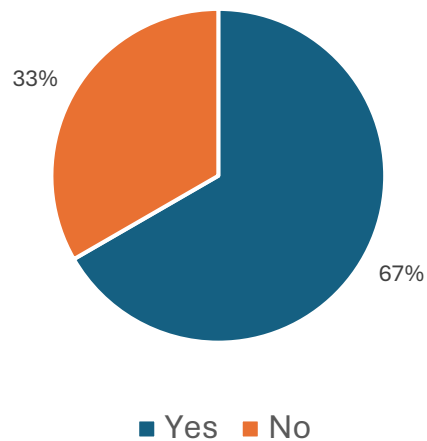
Q12: Do you understand the main features of the masterplan and their purpose?



Nearly all respondents felt the main features of the masterplan were clearly articulated with well-defined purposes.

Question 13: Is there anything in the Concept Masterplan that you would welcome?

Q13: Is there anything in the Concept Masterplan that you would welcome?



As seen in the chart above, most respondents felt positively about different elements of the masterplan, with a minority objecting to it overall. More detail about the facets of the masterplan respondents felt most strongly about follows next.

The aspects of the Concept Masterplan that were most positively received related to its **green and community-focused elements**. The proposed central green space, nature

features, and pathway network were welcomed, while others emphasised the importance of retaining existing trees wherever possible. Respondents also supported the inclusion of community infrastructure, in reference to community gathering spaces and healthcare provision.

Respondents also welcomed a range of individual features and principles within the emerging proposals. These included the illustrated heights of buildings, improved access from the southwest side of the site near the A34 Peartree Interchange, and improved walking and cycling connections from Linkside Avenue. One respondent felt there needed to be more opportunities for public feedback to turn perceived vague aspirations presented in the Concept Masterplan into something more concrete.

Theme	Mentions
Connectivity through walking, cycling and site access	2
Green space, nature and tree retention	2
Community facilities and healthcare provision	1
Building heights and scale	1
Desire for fewer homes	1
Support for the concept masterplan approach	1
Continued engagement and community input into the design process	1

Question 14: Is there anything you think may be missing, that you would like to see included in the Concept Masterplan?

Multiple participants felt a need for more focus on **community infrastructure**. Comments highlighted the need for facilities such as schools, GPs, cafés, pubs and community spaces, while others called for children's play areas, outdoor gyms, seating and sheltered spaces. One respondent expressed a desire for "a decent cafe and pub, in a pleasant setting, [because] there's almost nothing between Summertown, Wolvercote, and Kidlington, apart from Cutteslowe Community Centre. There are very few social spaces for residents."

Submissions proposed that there should be a well-designed variety of housing that provides visual amenity and makes the area pleasant and interesting, with one respondent saying that LWOR should have sustainable development that "lead[s] the way and show[s] what is possible" and provides "well designed variety of housing, not streets of identical buildings."

There was also a comment made about the need for a stewardship plan, with a clear "agenda on future maintenance and source of financial contribution to upkeep, maintain, and preserve the aspirations of the masterplan." Together these responses indicate a desire for a development that functions as a well-rounded neighbourhood.

Respondents also raised concerns about traffic congestion, the need for safer cycling infrastructure, and the provision of sufficient parking to reflect future travel demands, with

one stating that there needs to be “realistic support for cars” and that “no car support will just put more pressure on surrounding streets. People will need and buy cars and will just park on neighbour’s places.”

Others emphasised the importance of retaining mature trees, protecting landscape buffers, and preserving some section of the golf course, alongside a desire to protect landscape buffers, like the trees at the back of Linkside Avenue, to “shield our properties from the new development.”

Theme	Mentions
Community facilities, recreation and social spaces (café, pub, school, doctors, community space, play areas, outdoor gym)	6
Traffic, parking and support for car use	4
Golf course retention and delivery of previous commitments	2
Trees, landscape buffers and country park proposals	2
Walking, cycling and Oxford Road improvements	1
High-quality, sustainable and distinctive housing design	1
Safety and security considerations	1
Long-term management, maintenance and stewardship	1

Section 4: Landscape, ecology, and connectivity

Question 15: Are there any particular landscape or ecology features/enhancements that concern you, or that you would welcome?

Many responses to this question revolved around the **retention of mature trees**. Several expressed concerns about the potential loss of mature trees on the site, viewing them as among its most important assets. Comments frequently called for the preservation of existing tree belts, particularly those that provide screening, landscape character and a buffer between the site and surrounding areas. Respondents also highlighted the importance of retaining landscape features and habitat features, such as hedgerows and rabbit warrens, with some questioning whether the proposed development could genuinely deliver a net gain in biodiversity. These elements are viewed as integral to the site's identity and environmental value, with their protection being a key consideration for many residents.

Alongside these concerns, respondents also welcomed opportunities to enhance the site's water features, with one supporting them “both for drainage and in terms of creating a pleasant place to walk.” Flood risk was identified as an ongoing concern.

Theme	Mentions
Retention and protection of mature trees	9
Biodiversity, habitats and ecological value	2

Open space and loss of amenity	2
Flood risk, drainage and water management features	2
New planting and landscape enhancement	2

Question 16: What are your thoughts on connectivity and movement within and around the site? Is there anything that would help the site integrate better with the surrounding neighbourhoods?

Responses were largely focused on **walking, cycling, and wider transport connections**, with many participants supportive of improved active travel links within and beyond the site. Respondents highlighted the importance of creating direct and convenient pedestrian and cycle routes through surrounding destinations, including Oxford Parkway Station, bus services on Banbury Road, and neighbouring residential streets such as Linkside Avenue and Lakeside.

There was also support for **improving connections beyond the site** itself, with one respondent suggesting that LWOR could offer a fast direct cycle link through it that connects to the Oxford North development south of Peartree, as well as providing a quicker route to Oxford Parkway Station. However, concerns were also raised about ensuring that new connections do not adversely affect the safety and character existing residential areas. In all, high-quality active travel routes are viewed as key to integrating the development with surrounding communities and services.

Other responses again emphasised the need for proposals to take account of existing **traffic and parking pressures**. Respondents called for measures to manage traffic on Oxford Road, including traffic controls and parking management, while several stressed that future transport planning should reflect the continued role of car use and avoid creating parking issues in nearby neighbourhoods. That said, it was also noted that there should be more frequent bus coverage in the area.

Theme	Mentions
Walking, cycling and improved connections to Oxford Parkway, Linkside/Lakeside and surrounding areas	4
Traffic management, parking and the role of the private car	3
Public transport and bus accessibility	2
Opposition to development and wider concerns about impacts on the area	2
Oxford Road safety and highway improvements	1
Building heights and scale	1
Concerns regarding the proposed football stadium	1
Safety, security and protection of residential amenity	1

Question 17: Is there anything else you would like the project team to consider as the plans develop?

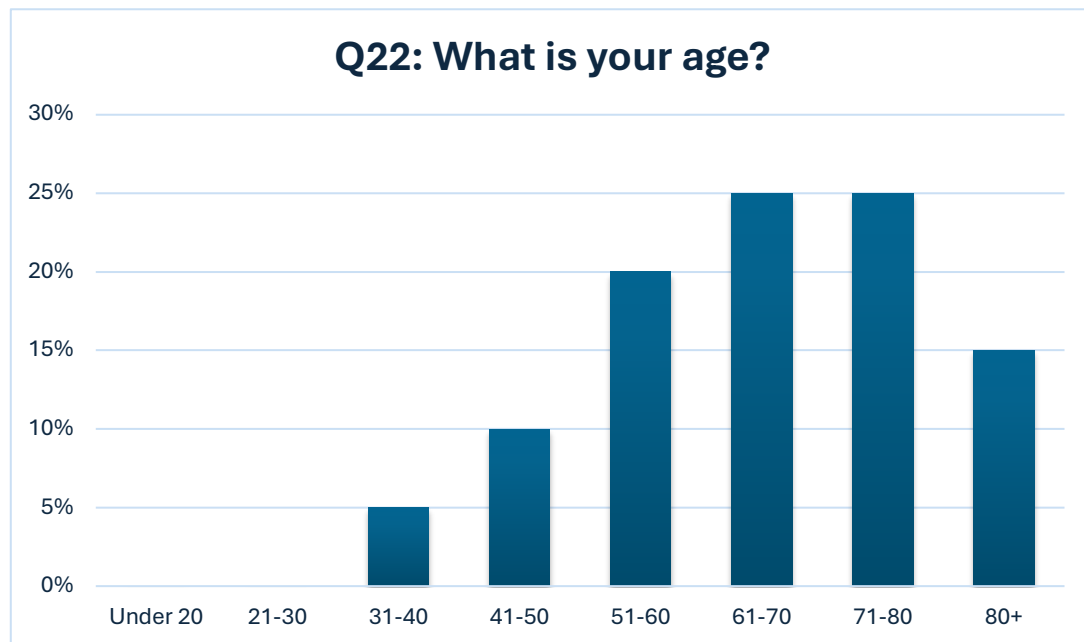
Most of the feedback provided for this question reiterated concerns that had already been raised elsewhere in the questionnaire, particularly relating to issues like traffic, parking and transport impacts. Respondents continued to express concerns about congestion on Oxford Road, the cumulative impact of new homes, and the need to accommodate realistic levels of car ownership. It was emphasised that certain residents, mainly older people, will continue to rely on cars for shopping and other everyday journeys, with one saying, “I cannot lump bags of shopping on the bus or bicycle.” Other issues raised included the potential impact on bus reliability and the need to maximise bus priority if many new vehicles/drivers are introduced to the area.

Respondents repeated concerns around community safety, trust, and the management of future development. While environmental concerns had also been raised extensively elsewhere, this question introduced some more specific suggestions, calling for biodiversity enhancements such as bat boxes and hedgehog tunnels, while also repeating concerns about the potential loss of indigenous trees and the Green Belt between Oxford and Kidlington.

Regarding community needs and facilities, the issue of a replacement golf facility was reiterated, while new considerations raised included the provision of bungalows within the development as “accessible arrangements for the elderly to live independently as part of multi-generational living”, as well as reinforcing concerns about the capacity of local healthcare services and calling for a new local surgery.

Theme	Mentions
Traffic congestion, parking pressures and the role of the private car	7
Walking and cycling connections and infrastructure	3
Community safety, security and anti-social behaviour	3
Community facilities and healthcare provision	1
Tree retention, biodiversity and ecological enhancements	1
Golf course replacement provision and previous commitments	1
Construction impacts and disruption	1
Housing for older people and accessible living	1
Distrust of the planning process and local influence	1
Protection of the Green Belt between Oxford and Kidlington	1

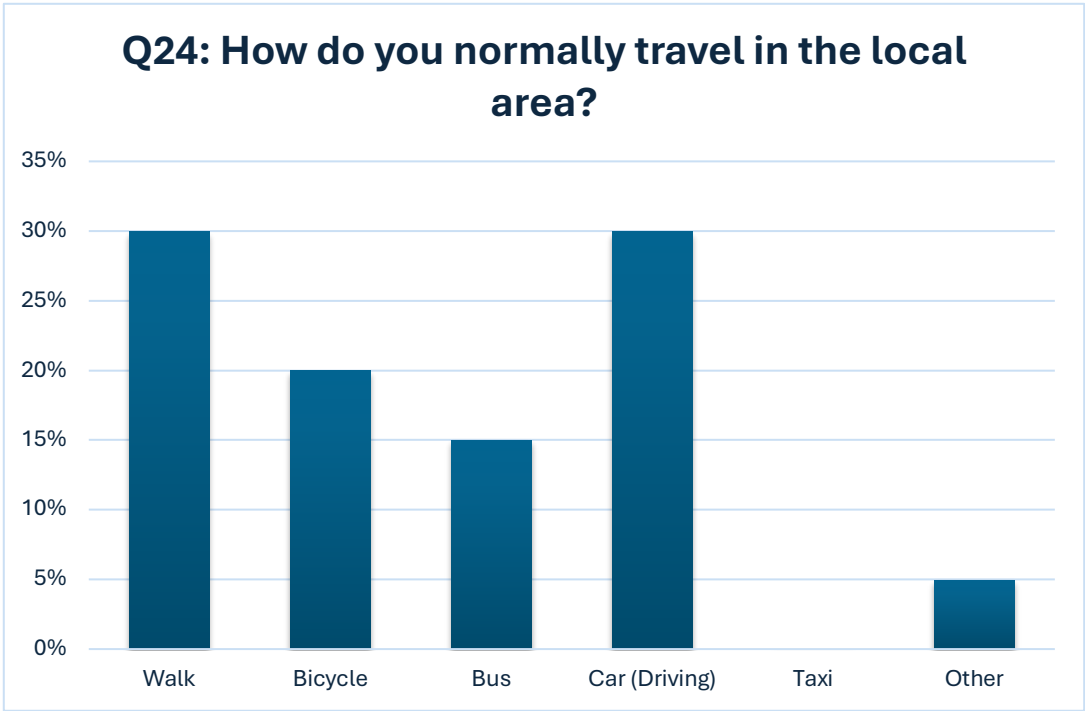
Section 5: 'About you'



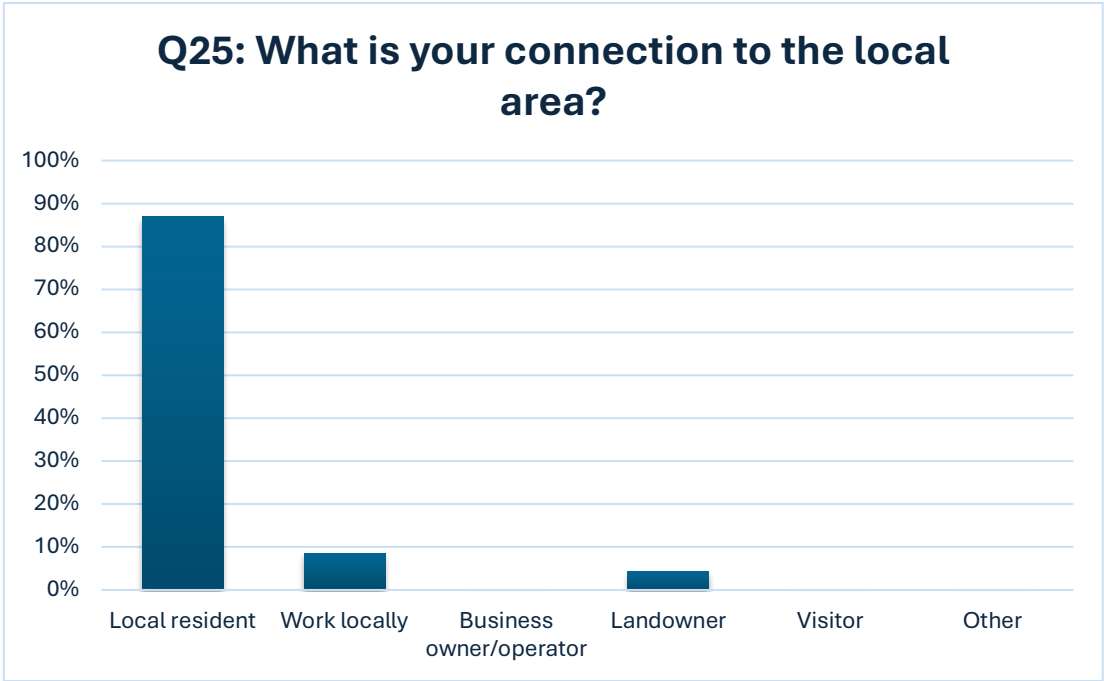
The vast majority of respondents were over the age of 50.



A majority of respondents became aware of the project and exhibition drop-in events through flyers in the post, with word of mouth being the next most common method of outreach.



Half of respondents combined use active travel, walking or biking, around the area, with driving sharing the highest plurality mode of travel alongside walking. This dynamic is also reflected in the diverse feedback received around those supportive of proposed active travel and the desire of some to retain enough driving access.



The vast majority of respondents were local residents, with only a few others either working locally and one a landowner in the area.

5 Next Steps

The proposed next steps are to:

- Share the content with Promoter and Design Team and review comments and implications for further design evolution
- Share report contents with local councillors, of both authorities
- Sharing the report online for public viewing
- Continue discussions with Council, agencies, local stakeholders and community groups
- Evolve the planning, design and infrastructure elements to next stage – ahead of planning application
- Undertake Stage 2 engagement in September or October 2026
- Prepare and lodge a planning application.





LAND WEST OF OXFORD ROAD

COMMUNITY INFORMATION & IDEAS EXHIBITION

You are invited to the first community consultation exhibition relating to the site known as Land West of Oxford Road (LWOR), previously North Oxford Golf Club.

Exeter College, Merton College and Oxford University are jointly promoting a proposal for housing-led development on LWOR. Oxford University Development is seeking to progress an outline planning application on their behalf for the LWOR site, to be submitted later in 2026.

JOIN US AT OUR DROP-IN EXHIBITIONS:

FRIDAY, 19 JUNE	SATURDAY, 20 JUNE
16:30 - 18:30	11:00 - 13:00
BOWLS PAVILION	STRATFIELD BRAKE SPORTS PAVILION
CUTTESLOWE PARK	FRIEZE WAY
OXFORD OX2 8ES	KIDLINGTON OX5 1UP



These drop-in exhibitions will provide an opportunity to see early ideas and meet the project team. Come and join us and share your thoughts and ideas for the future community of LWOR. Please visit landwestofoxfordroad.co.uk for more information.

SITE CONSIDERATIONS

The PR6b site is complex and has various constraints and opportunities including:

Constraints

- Easements enabling access to the railway and footbridge.
- Land safeguarded for East-West Rail.
- Noise from the A34 and railway line.
- Potential archaeology: Investigations will allow finds to be identified and interpreted in conjunction with the County Museum.
- Anglo-Saxon barrow area to be retained and protected.
- Areas to the northeast fall within Flood Zones 2 and 3 and are at risk of flooding from rivers.
- 132 kV overhead powerline to the north.

Landscape and Ecology



Utilities and Access



Key

- Site Boundary - Railway - Primary Roads - Railway Station - Public Right of Way - Footpaths - Public Right of Way - Sideways - Site Contents - Green Spaces - Woodland - Traditional Orchard - Landfill - Category A Trees - Category B Trees	- Category C Trees - Category U Trees - Boat Fleet - Archaeological Features - Anglo-Saxon Burial Area of Protection - Existing Pond - Existing Drift - EA Flood Zone 2* - EA Flood Zone 3** - Low Flood Risk - Medium Flood Risk - High Flood Risk	132kV Overhead Cable 11kV - 20kV Cables - Low Voltage Electricity Cable - High Voltage Electricity Cable - Private Water Main - BT Cables - Fibre Optic Cable - Gas Main - Drainage to Box Main - Telecommunications (T1) Cable - East West Rail Proposed Possession Acquisition of Land	- East West Rail Proposed Temporary Possession of Land and Permanent Acquisition of Rights - East West Rail Proposed Temporary Possession of Land - Neave Farm Pipeline - Neave from Oxford Road - Proposed Underpass - Proposed Footbridge - Proposed Site Access
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Opportunities

- Design an attractive new neighbourhood, whose character is guided by that of the area and its landscape.
- Provide 50% affordable housing.
- Support improvement to East-West connectivity.
- Optimise density, given an exceptionally sustainable location next to Oxford Parkway Station.
- Enhance natural features and strengthen biodiversity.
- Prioritise active travel, including cycling.
- Create a neighbourhood that the community can be proud of.

OXFORD UNIVERSITY DEVELOPMENT

VISION PRINCIPLES

Our six vision principles will guide the design and delivery of the site's development:



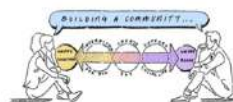
At Home with Nature

Embedded within a rich landscape setting, all homes have easy access to ecologically rich environments, offering natural play and recreation opportunities for all ages.



People First Streets

Streets designed to prioritise walking and cycling, with slow traffic speeds creating safe, green and sociable spaces that foster a strong sense of community.



Building a Community

A range of communal spaces of different scales and functions encourage intergenerational living and support the growth of a strong and healthy community.



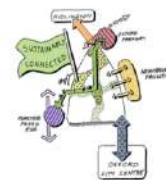
Distinctively Oxford

A sheltered place set back from Oxford Road where a new community can grow and thrive, drawing inspiration from the best parts of the city and surrounding settlements.



Leaving a Legacy

A place designed to improve with age, using high-quality materials and detailing, public art, and distinctive landscaping to enrich the environment and reinforce identity over time.



Sustainably Connected

Safe and attractive walking and cycling routes across the site provide key linkages to important destinations, giving easy access to local amenities, schools and workplaces.

Our vision is to create homes set within a parkland landscape, shaped by mature trees and new planting that changes through the seasons. It will reflect a modern Oxfordshire character, drawing inspiration from the city and surrounding settlements, creating a range of spaces to support active and healthy lifestyles, whilst also supporting the development of a strong community, with excellent connections to Oxford city centre, Oxford Parkway and Kidlington.

OXFORD UNIVERSITY DEVELOPMENT

CONCEPT MASTERPLAN

Masterplan Principles

The masterplan principles demonstrate the key components of a well-connected, landscaped neighbourhood, where a strong green framework and direct, people-first connections support the creation of an attractive, active and healthy community.



1. A Green Lattice

A series of green spaces are designed around existing landscape assets such as the pond and barrow, with new planting which retains and enhances their special qualities.

2. Permeable Links for People

A network of attractive walking and cycling routes provides safe and convenient connections to key destinations within and beyond the site boundary.

3. Building a Community

Development blocks are shaped around the green lattice creating well-defined urban form and easy access to green space for all homes.

Concept Masterplan

The concept masterplan shows how the vision and masterplan principles could come together to create a distinctive new place, with landscaped spaces linked by footpaths and cycleways and homes arranged around quiet, green streets and courtyards to foster a strong sense of community.



OXFORD UNIVERSITY DEVELOPMENT

THE APPLICATION PROCESS



Outline Planning Application

This consultation is for an outline planning application (OPA) for the site. An OPA seeks approval for the general principles of a development, rather than all the detailed design. It will include:

- a site boundary
- the proposed use (in this case residential)
- the maximum number of residential units
- Maximum heights and building envelopes for the proposed buildings / plot extents
- Parameter plans setting out the general principles
- An illustrative masterplan showing how the principles behind the development could be put into practice

The OPA would be accompanied by extensive assessments that consider the impacts of the proposed development principles and identify any mitigation that is required.

Reserved Matters

Once an OPA is approved, the details of the proposed development would be agreed with the council through the submission of a reserved matters application. This may come forward as one reserved matters submission, or may be split into phases through a number of reserved matters applications. The reserved matters would include detailed information showing:



1. Layout

- Position of buildings
- Internal roads, paths, parking areas
- Relationship between buildings and open spaces



2. Scale

- Height, width and length of buildings
- Number of storeys
- Overall massing



3. Appearance

- Architectural design
- Materials
- Windows, doors, façade treatments



4. Landscaping

- Planting schemes
- Boundary treatments (fences, walls)
- Public open spaces, play areas



5. Access (if not already approved at outline stage)

- Vehicular and pedestrian access points
- Road layouts and footpaths
- Junction visibility and details

OXFORD UNIVERSITY DEVELOPMENT

The above left panel was an extra wide one

LANDSCAPE

The site offers strong inherent landscape advantages, with established vegetation and landform providing a robust framework for a high-quality setting that supports both ecological value and a distinctive sense of place. Building on this, the masterplan intentionally exceeds typical expectations for access to open space, ensuring that all residents benefit from generous, convenient and varied green areas that promote wellbeing, informal recreation and connection to nature.

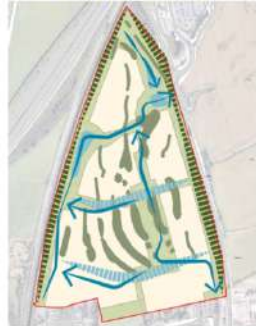
Green infrastructure



Keys:

- Open Space with species rich planting
- Existing tree planting
- Enhanced boundary planting
- Focal green corridors
- Species and habitat connections

Blue infrastructure



Keys:

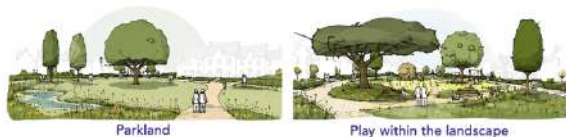
- Focal basins with sections of play and species rich planting
- Key blue corridors featuring swales, rills and access to water
- Secondary blue corridors featuring rain gardens and swales

The vision for the landscape character is to create a cohesive and legible environment that reflects local qualities while introducing a contemporary, nature-led identity. Spaces will feel informal, welcoming and connected, with a hierarchy of green areas that balance activity with quieter, restorative settings.

Landscape strategy treatments



While opportunities for active lifestyles are embedded through paths, play and informal recreation, the landscape will not incorporate integrated sports facilities. Instead, the emphasis is on flexible, multi-functional spaces that can be enjoyed by a broad range of users and adapt over time, reinforcing a landscape-led approach to community life.



ECOLOGY

A series of ecological surveys are being undertaken across the site, including an assessment of the habitats present, as well as searches for protected species such as badgers, bats, birds, reptiles, dormice and newts.

To date no evidence of badger activity or the presence of water vole or otter have been detected. Common reptiles are known to be present in the wider area. The activity and static bat surveys identified a moderate bat assemblage within the site.

The existing site, including trees and a pond



The layout of the scheme will consider the results of the surveys, avoiding impacts or loss to valuable habitats or species wherever possible. Where loss of habitats is unavoidable, mitigation will be put in place, enhancing existing areas as well as creating new habitats within the development.

An assessment has also been made of the trees throughout the site, looking at the health, age and ecological value of each tree. The design of the scheme will seek to retain the valuable trees whenever possible, with new trees being planted to offset the loss of those that need to be removed.

Other improvements such as installing bird and bat boxes will be undertaken, as well as providing hedgehog highways.

The vision for biodiversity to be integrated into the scheme



OXFORD UNIVERSITY DEVELOPMENT

OXFORD UNIVERSITY DEVELOPMENT

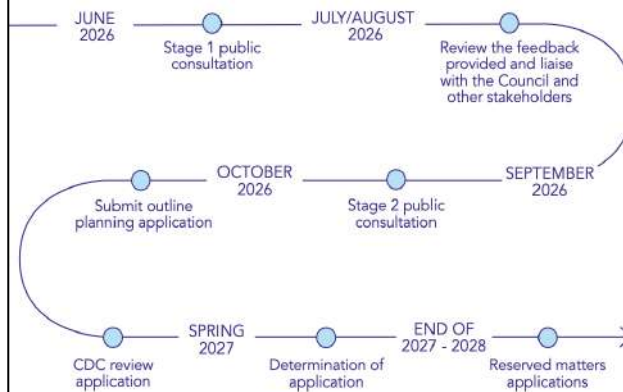
NEXT STEPS

We hope you found this exhibition informative. Residents' voices are at the forefront of building a sustainable community and we value your input.

Before you go, please remember to leave your feedback with our colleagues or submit via the QR code/website below.

The team will review the feedback provided and is liaising with the Council and other stakeholders to receive their comments on the emerging proposals.

Please see the timeline of events regarding the application process for the site below. We hope to see you back in late summer 2026 for our second consultation to present the masterplan before the application is submitted.



Kindly take a few minutes to fill out a feedback form to provide your thoughts and ideas on development at Land West of Oxford Road.

The feedback form can also be found on our website, or by using the QR code here.

To learn more as this project progresses, please visit: landwestoxfordroad.co.uk

OUD OXFORD
UNIVERSITY
DEVELOPMENT

Land West of Oxford Road

Community Engagement Feedback Form

GDPR & Privacy: All personal or contact details are held securely by Kevin Murray Associates and OUD for the purpose of consulting on this project only, in line with data protection best practice. They are not shared with any other party. The details are destroyed 1 year after submission. All comments are recorded for the purposes of this project only and are anonymised and aggregated.

Section 1: Understanding the site today

- 1 Are you aware of the local plan allocation of Site PR6b (LWOR) for housing?
☐ Yes ☐ No ☐ Don't know
- 2 What challenges or issues do you think the site currently faces?
- 3 Are there any features of the site or its surroundings that you particularly value?
- 4 Do you have any observations, about the constraints or opportunities of the site?

Section 2: Vision Principles

How important are the aspirations shown on the Vision Principles panel, to you?

5 At Home with Nature

☐ Very unimportant ☐ Unimportant ☐ Neutral / no view ☐ Important ☐ Very important

6 People First Streets

☐ Very unimportant ☐ Unimportant ☐ Neutral / no view ☐ Important ☐ Very important

7 Building a Community

☐ Very unimportant ☐ Unimportant ☐ Neutral / no view ☐ Important ☐ Very important

8 Distinctively Oxford

☐ Very unimportant ☐ Unimportant ☐ Neutral / no view ☐ Important ☐ Very important

9 Leaving a Legacy

☐ Very unimportant ☐ Unimportant ☐ Neutral / no view ☐ Important ☐ Very important

10 Sustainably Connected

☐ Very unimportant ☐ Unimportant ☐ Neutral / no view ☐ Important ☐ Very important

Section 3: Concept Masterplan

The concept masterplan is intended to show how the vision principles could shape the site, indicating where some key features might be located. It is a tool to help inform the planning application and future design work.

11 Do you understand how the Masterplan Principles have influenced the masterplan?

☐ Yes ☐ No ☐ Don't know

12 Do you understand the main features of the masterplan and their purpose?

☐ Yes ☐ No ☐ Don't know

13 Is there anything in the Concept Masterplan that you would welcome?

☐ Yes ☐ No ☐ Don't know

If YES, please advise what aspects:.....

14 Is there anything you think may be missing, that you would like to see included in the concept masterplan?

Section 4: Landscape, ecology & connectivity

Many factors help shape the layout of the development by providing constraints and opportunities. Information related to landscape, ecology and connectivity is presented on the exhibition panels to explain several things that must be considered by the team in creating the concept masterplan.

15 Are there any particular landscape or ecology features/enhancements that concern you, or that you would welcome?

☐ Yes ☐ No ☐ Don't know

If YES, please advise what aspects:.....

16 What are your thoughts on connectivity and movement within and around the site?
Is there anything that would help the site integrate better with the surrounding
neighbourhoods?

☐ Yes

☐ No

☐ Don't know

If YES, please advise what
aspects:.....

17 Is there anything else you would like the project team to consider as the plans
develop?

Section 5: The Application Process

*This consultation is for an outline planning application (OPA) for the site. An OPA seeks
approval for the general principles of a development rather than all the detailed design.
Please see information panels for more information on what will be included.*

18 Do you understand that following the OPA, a reserved matters application(s) will be
necessary, which will include more detailed information on layout, scale, appearance,
landscaping and access (if access is not approved at outline stage)?

☐ Yes

☐ No

☐ Don't know

Section 5: About you

19 Name

.....

20 Email (please only provide your email below if you wish to stay informed about the
LWOR project)

.....
.....

21 What is your postcode?

22 What is your age?

☐ Under 20

☐ 21-30

☐ 31-40

☐ 41-50

☐ 51-60

☐ 61-70

☐ 71-80

☐ 81+

23 How did you hear about the event taking place today?

- ☐ A flyer through the post
- ☐ Social media

- OUD Land West of Oxford Road website
- Word of mouth
- Other:

24 How do you normally travel in the local area?

- Walk
- Bicycle
- Bus
- Car (Driving)
- Taxi
- Other:

25 What is your connection to the local area? (Select all that apply)

- Local resident
- Work locally
- Business owner/operator
- Landowner
- Visitor
- Other:

Appendix D Full Long-Form Questionnaire Responses

Question 2: What challenges or issues do you think the site currently faces?

- There is a proposal for 800 dwellings. This will bring in an anticipated 1600-2400 residents. The challenges are: Density (coupled with other developments PRB 1 & 2; Traffic Flow, Congestion, Random / Obstruction Parking (coupled with the proposed new stadium) at the north side; Increased Pollution, Carbon Emission; Lack of infrastructure and communal facilities for new & young families taking into account the increases attributable to PRB 1, 2 and the new stadium. The proposed dwelling number is best reduced and / or population introduced be minimised without creating overcrowding of area, communal facilities, infrastructure available in the areas of PRB 1,2,3 and the new proposed stadium
- Flooding/Water management. Can Thames Water service it - unlikely.
- Local resistance! Though I support this need for well-designed homes for all sorts of people. Not exec 5 bed homes!
- Safety - if you allow access from Bombay Rd to Linside / Lakeside that makes the area vulnerable.
- Loss of amenity - ie golf course - very important to many older residents - total tragedy
- Traffic to from Kidlington - Buses from Kidlington to Oxford queue for up to 25 minutes before getting to bus lane by Sainsburys at 7.30 -8.30
- You face a potential legal challenge Exeter College gave a firm commitment to build a replacement golf course on the site now proposed for EXOq. Bewarned!
- The site is waterlogged at the bottom during winter - Building on it will increase water and flooding potential. Biodiversity will be compromised. Mature hedgerows and rabbit warrens etc
- Only a restriction to cyclists while the site is developed
- There is little new infrastructure. Doctor, dentist, hospital appointments are difficult to obtain now. it is difficult to recruit GPs, dentists
- Protecting the amazing trees
- Pressure on Oxford Road. Pressure on water and sewerage supplies. Loss of mature trees. Loss of green belt.
- Public opinion on loss of more green space for development a loss of sports facilities especially on an easy access golf course for many
- Poor connectivity and traffic congestion to excess on Oxford Road. Oxford Road is presently over capacity at present without development planned including this one. Cycling access along Oxford dangerous and inadequate.
- Flooding and access. As you can see with so much being built in the area and the road during peak already at capacity, how do you envisage any of this being improved and acceptable for local residents. - I say this fully supporting the project.
- Local opposition to more housing.
- Loss of a public amenity eg the golf club
- Close to big roads with poor pedestrian crossings. The new Oxford North lights are awful for pedestrians. Unclear lights. No beeping.

Question 3: Are there any features of the site or its surroundings that you particularly value?

- As much green lung, park, recreation, carbon free areas must be reserved out of the existing golf course.
- No
- Improved cycle and pedestrian routes that need to link beyond the site. Retained trees and more quality housing.
- The green space, mature trees, wildlife: deer, rabbit, birds...
- The fact that just now we have been surrounded by trees not buildings.
- As it is, the golf course is the best use of this land
- Access to Parkway, trees, cycle improvements
- Yes, green belt land - open space, oxygen providing trees
- Hedgerows, trees, green space, golf course!
- The golf course!! trees.
- The roads are already choc-a-bloc due to lots of new housing in the area
- All of the trees on the site. Not merely the 40% of trees the developers propose to retain
- The trees
- The mature trees and the green belt
- Golf course, green space, lack of traffic. It could consider its closeness to the existing facility off 5-mile drive or allow land for the current facilities to be expanded
- The mature trees and green space
- It's a beautiful area but please just accept the fact that everyone drives, you can't stop that by building semi carless neighbourhood. Look what happened in North Aylesbury in those new developments.
- The trees, public right of way (which is currently difficult to navigate due to an illegal fence to the west of the site).
- Yes, the green space
- The fields by the cemetery

Question 4: Do you have any observations, about the constraints or opportunities of the site?

- I am concerned about general overflow parking from the new developments and during match days in the established areas such as Linkside Avenue, Lakeside & Five Mile Drive. Robust CPZ measures must be considered to/must be implemented to prevent non-resident car parking to get to the station/new developments/stadium
- Transport/parking - bring in more job but insufficient use.
- What happens west of Frieze Way?
- It's unfortunate that the university are building on every available spot of land in the area. The road infrastructure can't handle the traffic.
- Height of buildings - this could be a serious problem for the houses now surrounded by trees.

- From the article in the Oxford Mail on 20th June the colleges have totally twisted the truth. The golf club had NO option
- Particularly concerned about impact of traffic and need for additional facilities
- Traffic - buses from Oxford to Kidlington queue from Summertown from 4-6 pm
- Yes, leave it alone. You will never match its current beauty and amenity for people living here. There is a real risk the only people able to afford the housing you will build on this site will be London commuters. Your plans will not address Oxford's need for cheap rentable homes for key workers. This is such a blatant attempt by a wealthy Oxford College to make even more money at the expense of the local community, shame on you. And I am a former professor of Oxford Uni.
- Flood management. Meeting biodiversity needs. More traffic in the area.
- From a golf club which supported nature and trees and had no negative points to the surrounding area you threaten even more new houses
- 800 homes cannot be squeezed into WOR except by significantly degrading its existing ecology.
- Plans look good. Please create a beautiful community your children would be proud of.
- Bad access and egress. Opportunity to encourage residents to cultivate their own produce and connect to the green space and unique landscape character. Needs a focal community building and needs a doctors facility
- Getting on to the main road in the morning will be close to impossible. Take a drive to the golf club and try leave at 7-8.
- Personally I support the development (as the owner of a house on Linkside Avenue, backing onto the site). Oxford does need more housing and the site is a sensible place to put this. I am also looking forward to having more direct foot and cycle access to Oxford Parkway Station via the link from Linkside Avenue, as well as access to nice spaces for dog walking, etc.
- Keep it as parkland
- It should have some shops on site to supply local needs and reduce need to travel for everything especially for kids

Question 13: Is there anything in the Concept Masterplan that you would welcome?

- It is very loose plans at the moment. More like aspirations. We need more opportunities to feedback and more influence in the future development to achieve harmonious, safe, sustainable neighbourhoods
- The fact that there is a concept masterplan.
- The central green, nature, pathways
- height of buildings
- access from pear tree side
- Keep all the trees
- Community facilities for people to gather together and not be isolated and doctor facilities
- Foot and cycle access to the site from Linkside Avenue. (I was worried that, in response to the earlier consultation, all access from Linkside Avenue had been severed; however,

the objection at that time was to CAR/VEHICLE access, which was implied in one of the drawings at that stage.)

- Less housing

Question 14: Is there anything you think may be missing, that you would like to see included in the Concept Masterplan?

- Agenda on Future maintenance & source of financial contribution to upkeep, maintain and preserve the aspirations of the Master Plan.
- The promises kept = ie a 9 hole golf course provision
- Ecomax housing: lead the way and show what is possible. Well designed variety of housing: not streets of identical buildings ie visual amenity
- An outdoor gym, nice benches, shelter from the rain
- Safety issues not mentioned anywhere.
- Traffic flows combined with stadium and the new sites adding to an already congested road system
- A golf course!
- A decent cafe and pub, in a pleasant setting. There's almost nothing between Summertown, Wolvercote, and Kidlington, apart from Cutteslowe community centre. There are very few social spaces for residents.
- Improvement such as widening Oxford Road including to better safe cycle path way North to South along Oxford Road. Otherwise residents would be unable to safely access and travel along Oxford Road. Surely you don't want to create an island cul-de-sac?
- Parking for at least 2 cars per home. That's realistically what people have per home. I wish that wasn't the case but you can't change that.
- school, doctors etc?
- The trees at the back of Linkside Avenue are missing from some of the sketches, but should remain as previously agreed. These both shield our properties from the new development, but also help to reduce noise.
- Retaining the land as a country park
- Realistic support for cars. No car support will just put more pressure on surrounding streets. People will need and buy cars and will just park on neighbors places or make it harder for the existing community to get to their homes.
- Also needs more play space for kids not just planted areas. Kids need open playground and ball play areas and better seating areas for hot or cold days
- Council should curls stronger requirements from developers to make community space better. Give it for free if someone wants to run a playgroup or kids club. Don't tie it up with red tape and leave it empty like so many we've seen recently. the mill development it's an embarrassment.

Question 15: Are there any particular landscape or ecology features/enhancements that concern you, or that you would welcome?

- Tree removal

- Retained trees, open spaces
- Less greenery, ancient trees disappearing
- Loss of amenity
- Trees and planting
- Hedgerows, rabbit warrens, trees. There is no change that there will be any biodiversity gain.
- Preserving trees
- Withdraw the threat to fell 60% of the trees. Appreciate linear habitats.
- Preserve the indigenous trees and tree barrier to road to Kidlington
- Loss of mature trees
- Retention of most mature trees
- Flooding risk
- I welcome the water features, both for drainage and in terms of creating a pleasant places to walk.
- Established/mature trees and planting

Question 16: What are your thoughts on connectivity and movement within and around the site? Is there anything that would help the site integrate better with the surrounding neighbourhoods?

- Would appreciate a pedestrian/bicycle track connecting the new development via cul-de-sac at Lakeside. There must be proper considerations to protect the current safety and preserve the present peaceful enjoyment. Must engage with OCC in respect of the CPZ policies in the proximity of the access.
- Fewer parking spaces
- Pedestrian and cycle routes. Easy access to excellent bus service on Banbury Road.
- Not having high buildings.
- This will devastate the area
- not having the football ground up the road
- The Oxford North development south of pear tree has poor walking and cycling links to parkway. It needs a fast direct cycle link across the LWOR site
- Traffic lights or other traffic control methods to minimise problems on Oxford Road
- Please see earlier comments about the importance of pedestrian/cycle access from Linkside Avenue to provide a shorter route to Oxford Parkway Station. I would also like to see the footbridge/path across the railway being upgraded at the same time, not just safe-guarded for the future. This might fall outside of the PR6b brief, but the council should take the opportunity to do both at the same time to save money, as it's a good idea (including high quality access to Peartree on the other side of the railway).
- Don't build houses there!
- As said before it's wishful and silly thinking to not support cars. It'll just push the problem to surrounding neighbourhoods and cause problems. Need smaller more regular buses. The double deckers are empty but mini busses would be perfect and less stress on roads

Question 17: Is there anything else you would like the project team to consider as the plans develop?

- As all mentioned in previous questions AND to enable neighbourhood /community watch groups to prevent ASB& criminal activity (burglary /trespassing/ obstructive & random parking
- Exeter's promise to provide a 9 hole golf course (why not use land on old course?)
- Not linking linkside/lakeside with the new development with a road. We don't want cars passing through because of noise and safety concerns. We don't want traffic on the Oxford Road to flow. The road needs widening.
- See 14 above = safety.
- Colleges/university will override any opinion the local communities may raise
- Concerned about congestion along Oxford Road - how is this going to be addressed?
- Disruption during construction phases and how these are minimised
- It is just unrealistic to expect that people will not want to own 1/2 cars. There will be so much more traffic and congestion in an already polluted area.
- 800 homes on LWOR will increase car traffic on Oxford Road. This will reduce bus speeds and reliability, and especially in peak hours. Bus priority should be maximised. the high-speed cycling and walking corridor should be away from the carriageway, separated by existing trees.
- Preserve the indigenous trees, make community, sustainability swift and bat boxes and hedgehog tunnels
- Be aware that there are elderly people (like myself) who do need to use a car now and again for supermarket shopping. I cannot lump bags of shopping on the bus or bicycle. The project seems very anti-car. I do get buses when feasible.
- Bungalows - accessible arrangements for the elderly to live independently as part of multi generational living. More consideration for who need to use car transport along the Banbury/Oxford Roads
- My paintings of the site trees. www.davidstone-artist.com
- Make sure cycle links in and around the site are wide and clear.
- Need doctor's surgery - local surgeries already over stretched.
- The council should ensure (guarantee) that parking restrictions are implemented on match days to prevent Linkside Avenue and Lakeside from becoming unofficial car parks for the football stadium. This lies outside of the PR6b planning, except to the extent to which the development may provide a shorter pedestrian route to the football stadium. It would be a great shame for the foot/cycle access to be removed because of a failure to join up that plan with the subsequent need for match-day parking restrictions.
- Destruction of the green belt between Oxford and Kidlington. It is clear that the powers that be want to merge the two places.