

WEST OXFORDSHIRE LOCAL DEVELOPMENT FRAMEWORK

Summary of Responses to the Core Strategy So Far Consultation 20th February – 6th April 2009

A summary of comments received from organisations, Town and Parish Councils and other interest groups, to the Core Strategy So Far consultation is presented below. Please note this is a summary *only*. To view full responses received, including responses from the general public, please register onto West Oxfordshire District Council's online response facility at <http://www.westoxon.gov.uk/planning/LDF.cfm>. All responses are viewable, including responses to the online questionnaire which accompanied the consultation document.

Additional comments were received to the Strategic Housing Land Availability Assessment (SHLAA) which was published at the same time as the Core Strategy So Far. The SHLAA reports and maps for the relevant settlements are also accessible from the web link above.

Comments Received in Alphabetical Order (Organisations, Town and Parish Councils, and Other Interest Groups)

Aston, Cote, Shifford and Chimney

- The Parish Council agreed with the emerging strategy for housing in Aston.

Bampton

- The Parish Council felt that the strategy for assessing exception sites for affordable housing required greater flexibility and whilst not opposing development in Carterton assurances are sought for proper assessment and management of flood risk prior to any approval being given.

Brize Norton

- Residents expressed concern regarding expansion of Carterton, particularly with regard to encroachment on surrounding villages, increased floodrisk, traffic impacts and capacity of local services and facilities.
- The Parish Council highlighted the need for restriction of development/urban sprawl between Carterton and Brize Norton, and emphasised that the area to the north of Burford Road, enclosed by the link road, should be protected. A preference for a more general spread of development across the district, rather than a concentration in Witney and Carterton, was expressed.
- The Stonelands Residents Association requested explanation of the factors used to ascertain what they consider to be unreasonable, housing number allocations. It was emphasised that the strategy should adopt a phased approach, involving sensible proportions of the housing targets being planned but providing flexibility to alter these in response to the effects of the national economic situation.

Burford

- Burford Town Council applaud the emphasis in the strategy on affordable housing, however felt that development in Burford encompasses wide ranging issues which need to be addressed in the plan at a more detailed level: coach and car parks, staffing for local businesses and facilities (including a day centre) for an ageing, largely retired, population.
- Burford Town Council highlighted that Burford is a two centre Service Centre with the old historic heart of the town being one, and the Burford Garden Company being the second. In addition to these there is the employment complex in the Old Brewery. All three of these are thought to suffer from inadequate parking for staff, residents and visitors, which is a major problem for the town.

CABE

- The Commission for Architecture and the Built Environment emphasised the importance of LDF's treating design as a cross cutting issue, to secure high-quality development through design policies at all levels, in addition to the development of design guides, briefs and codes.

Carterton

- Carterton Fast Forward and Carterton Town Council expressed common concerns on a number of matters:-
 - The strategy vision that states that Carterton will consolidate its role, rather than strengthen its role (as it the case for Chipping Norton and Witney), is not accepted
 - It was felt that whilst Carterton is constrained to the south, further development could be accommodated to the north and east, and that these sites should be subject to the same detailed appraisal as those in Witney have.
 - Recognition is sought for the potential to redevelop the town centre, the services of which have further capacity, and further employment and commercial development in the town.
- A specific request was made by Carterton Fast Forward for the safeguarding of land which could provide access to the A40 from Carterton in a westward direction.

Charlbury

- The Town Council emphasised that mention should be made in the strategy for the requirement of car parking space provision in Charlbury, considered essential for stimulating tourism and improving footfall for local businesses. Furthermore, it was felt that the inclusion of policy designed to help businesses thrive and prosper is important, as business viability is essential to smaller towns which tend to serve adjacent villages. It was felt incorrect to assume that everyone can access the services and facilities in the main towns, as promoted by current policy.

Chipping Norton

- The Town Council supported the expansion of the town by 800 dwellings to 2026 and its role as one of the key three towns scheduled for development. A number of issues in relation to this were raised:
 - Greater initiative should be taken to address the current imbalance in residential to employment development. Concern was expressed that no employment sites have been identified for Chipping Norton in the Core Strategy So Far document. A particular requirement for blue collar, manual job opportunities was raised and this was thought most likely to be achieved through provision of small industrial starter units.
 - Greater attention should be paid to preserving the traditional character of the town and specifically that no development of the Burgage Plots to be considered until a detailed review of the Conservation Area and a Character Assessment has been carried out.
 - The Burgage Plots is viewed as the last opportunity to increase the number of retail units and expand the commercial heart of the town, perhaps through development of a small walk through precinct with new parking provision, such as that developed in Broadway.
 - There is a need for sites to be identified for important civic amenities: new youth centre, new library, drop in centre for Senior Citizens, and information centre, a tourist office, a youth theatre space, an arts centre, a picnic area, a bus terminal and a relocation site for the ACE Centre, in addition to greater access to more pitches for junior football teams.
 - The suggestion of a bypass for all traffic in the town is rejected due to concerns over negative impacts on town centre trade.

Clanfield

- The Parish Council requested an objective to reduce the danger of flooding. Concern was expressed regarding impacts from potential growth at Carterton – particularly in relation to flooding, traffic, increased noise and pollution.

Combe

- The Parish Council supported all objectives in the Core Strategy Interim Position Statement.

Cotswold AONB Conservation Board

- Due to limited service provision and poor proximity to employment sites, the Board deemed those villages listed in Group A, Appendix 2, as unsuitable for residential development, unless suitability can be proven through a Parish Housing Needs Survey.
- The Board suggested that a policy for 50% affordable housing, unless it can be demonstrated that such a proportion would be unviable, should be applied. Such unequivocal policy would help local land owners recognise that providing land for affordable housing at appropriate prices 'is the only game in town' in order to encourage the release of land for affordable housing.
- The Board suggested that the fourth bullet point of the objectives should be 'conserve and enhance' rather than 'protect' to more accurately reflect the underpinning legislative framework.

CTC Witney

- CTC Witney, representing cycling interests, recognised that increased levels of cycling can have a positive impact on at least 5 of the 9 "priorities for action" identified on p4, by ticking the boxes that touch on health, climate, community and of course congestion. A need for the broader benefits of cycling should be made clear in the strategy, ie that go beyond it as an alternative form of transport.
- Specific mention of planned schemes to improve the lot of the utility or recreational cyclist was sought, together with a specific section on health and wellbeing in chapter 5.

Defence Estates

- A number of issues to be addressed within the Core Strategy in relation to the role of RAF Brize Norton were highlighted:-
 - The vision for West Oxfordshire should recognise the contribution that RAF Brize Norton makes to Carterton, as a major employer in the area and the strategy should specify how the 20% of housing identified for Carterton is to be distributed.
 - Significant infrastructure development under Programme CATARA (the Centralisation of Air Transport and Air Refuelling Assets) assures the long term future of RAF Brize Norton. Additionally, the changing nature of providing support functions to the military will ensure that in the future there will be a considerable number of civilian contractors and civil servants working on the base.
 - The Ministry of Defence currently provides all service personnel (who are afforded key worker status) with housing, and therefore there should not be a requirement to provide affordable housing when developing Service accommodation. This exception to the provision of affordable housing should be reflected in the policy.
 - Any assessment of the potential for decentralised renewable energy development must take aviation interests into account, and the emerging strategy should be amended to take full account of defence interests.

English Heritage

- The consideration of development potential of fields at the south east fringe of Woodstock as the only large site to service the town should be accompanied by LDF policy which aims to protect, promote and preserve the Blenheim World Heritage site in close proximity to the site.
- The potential for the historic environment to contribute to and benefit from the development of green infrastructure is requested.

Enstone Uplands and District Conservation Trust (ENCON)

- A reconsideration of Enstone Airfield's designation as 'open countryside' was requested, to take into account the nature of activities on the airfield (industrial estate, aircraft, rally cars and agriculture), which have developed in an adhoc basis. A clear planning framework for the airfield which reflects the WODC position of no expansion for open countryside and National policy which deters development in isolated sites such as Enstone, was sought.

Environment Agency

- A request for number of specific issues to be addressed in Core Strategy policies was made :-
 - specific reference to be made to protection of ground water from pollution from new development;
 - text that new development will be steered away from sites of high flood risk, both for site allocations and windfall planning applications;
 - sustainable drainage , where possible to reduce surface water run off from development and to protect water courses from pollution;
 - new development to meet Code for Sustainable Homes level 3 for water efficiency;
 - protection of ground water from pollution and contributions to improvement of ground water through addressing polluting activities away from sensitive Source Protection Zones around drinking water abstraction (such as in Chipping Norton); assessing risk from contaminated land to groundwater; and adopting appropriate sustainable urban drainage schemes which incorporate pollution protection measures; and
 - ecological value protection, incorporating, for example, beneficial habitat restoration, enhancement of water courses. It is advised that the Core Strategy should provide high-level direction on this, even if the intention is to provide more detailed policies in subsequent Supplementary Planning Documents.

Eynsham

- The Parish Council agreed that the only option for large development at Eynsham is land to the west, due to other fringe areas being constrained by the highway network, Green Belt and flood risk. Large scale development proposals are resisted due to adverse impact upon the rural character and countryside setting of the village, and unacceptable traffic impact upon this congested area in general, but particularly upon the mediaeval village core.
- The Eynsham Society expressed opposition to any further development of the village, however if this is overruled then the only possible development location would be the unused 'brownfield' industrial area on Stanton Harcourt Road.
- A local resident requested further detail in the Core Strategy on social priorities, perhaps presenting an assessment of needs and challenges of WODC communities. Detail was also requested for support on delivery of renewable energy proposals in the strategy, and which includes issues on travel management, and priority areas for action on energy efficiency.

Friends, Families and Travellers and Traveller Law Reform Project

- FFT & TLRP emphasised the importance and urgency of bringing forward site allocations for pitches in advance of the regional assessment of pitch numbers. It was recommended that allocated figures resulting from the partial pitch review can be accommodated into a Site Allocations DPD in due course and more up to date information applied to identify real current needs.

Finstock

- The Parish Council emphasised that the site at Hill Crescent is not suitable for housing development.

First Great Western

- The potential for Hanborough Station to serve Carterton and Witney (major growth areas in the strategy) through development of a rail based park and ride was emphasised. It was recommended that a new car park be built to replace the currently constrained parking facilities, although the relatively short franchise held by First Great Western does not lend to the purchase of land by the company for car park expansion. Opportunities to work with the District Council to enhance the car park were highlighted and a recommendation made for safeguarding land adjacent to the A4095 close to the station for car parking through Core Strategy policy.

- The value of improved car parking would be supplemented by the £68 million redoubling scheme of the Cotswold Line which will have a significant impact on route performance and would provide the infrastructure for an enhanced service if the case can be made.

Friends of the Wychwood Project

- More emphasis was sought on safeguarding the green spaces in and around Witney, particularly in the Windrush Valley/floodplain and assurance that there will be no development of a road link crossing the Windrush Valley/Floodplain
- It was felt that the wording of the strategy is too inflexible: "up to 50% affordable dwellings" was thought to be more appropriate.

Government Office of the South East

- The need for the Core Strategy to contain sufficient contingency and flexibility to cope with current and potential future circumstances was emphasised.
- Clarification was sought as to whether or not the Council can justify a case for a substantial proportion of its housing supply coming from windfalls and whether or not the Core Strategy will maintain/improve the future sustainability of the District's rural area.

Hanborough

- The Parish Council re-emphasised earlier concern regarding the need to protect the space between Long Hanborough, Church Hanborough and Freeland in order to prevent coalescence of these villages. Further note was made that the Parish Council's proposals for 48 affordable dwellings, on rural exception sites, if permitted, would contribute significantly to the housing target for the Parish.

Highways Agency

- It was acknowledged that whilst not all out commuting trips from West Oxfordshire will impact upon the Strategic Transport Network, the indirect impact as a result of the congested nature of the Wolvercote Roundabout is likely to be considerable. An assessment of the impact of trips on Wolvercote Roundabout in planning for improvements to this roundabout – particularly through the Access to Oxford study, is required and must be addressed in the Core Strategy.
- It was recommended that the Core Strategy make reference to minimising trips, managing transport demand and demonstrate that good infrastructure planning has been considered inline with PPS12.
- An alternative strategic option outside Witney was mentioned, being the development at locations with good access to rail stations on the Cotswold railway line running through the District.
- It was recommended that clear policy advice in respect to Transport is provided on the requirement to minimise trip generation at source through appropriate demand management measures. All large applications should be accompanied by Transport Assessments and travel plans.

Minster Lovell

- The Parish Council expressed preference towards a diverse spread of development across Group C settlements to ease housing requirement at Witney and Carterton, in addition to a more even spread of development across the town rather than one urban extension. Strong objection was expressed against development to the west of Witney due to the threat of encroachment on village boundaries, and detrimental environmental impacts. It was felt that any development of Carterton should be preceded by a good connection with the A40. Increased provision of tourist facilities are requested, particularly traffic management, parking and toilet facilities. Specific mention is made that there is no rationale for a distinction between the two parts of Minster Lovell and propose that 'South of the B4047' is removed from text on page 29.
- Resident concerns related to encroachment on Minster Lovell from both development at Witney and Carterton, and associated negative impacts on local infrastructure, rural identity, historic and landscape character (due to reduced buffer zones), light and other forms of pollution, and detriment of general quality of life of residents. A more detailed analysis of all sites in Witney and

consideration given to a more even spread of growth across the town, rather than a concentration to the West, was sought.

National Farmers Union

- The Union emphasised that 'conservation and enhancement' of landscape quality and character must be balanced against the need for the agricultural development necessary to keep up with modern methods. Failure to maintain a competitive edge in a world market will jeopardise the thriving agriculture that brings cost effective environmental management benefits.
- Recognition of the need for national food security to be taken into account in planning decision making was requested as was an acknowledgement that limited access to sustainable transport must not preclude otherwise worthy planning applications.
- Consideration of a number of specific issues in policy development were also requested:-
 - The non-agricultural diversification that has been the saviour of many farm businesses remains important, and should be retained in policy;
 - Conversion of redundant farm buildings into affordable housing for farm workers should be endorsed in policy;
 - With regard to seasonal worker accommodation, preferably in large numbers of mobile homes on one site, policy is required to deal with issues resulting so that well balanced proposals with adequate facilities and site screening are permitted;
 - Planning policy should encourage on-farm water storage as a means of providing a new, sustainable water resource;
 - The importance of farm shops as a diversification enterprise and service provider (eg Post Office) should be weighed against policy to restrict 'out of town' retail development; and
 - Policy to support renewable energy projects must include anaerobic digestion plants.

National Grid

- In accordance with meeting The Energy White Paper requirement to expand national infrastructure and new forms of infrastructure the National Grid stressed the need for Local Authority consultation as Site Allocations and other Local Development Documents are produced to ensure they do not conflict with future electricity and gas infrastructure planning.

Oxfordshire Architectural and Historical Society

- Concern was expressed that description of environmental characteristics of areas to be affected by development and areas of sensitivity had not been included in the consultation, a key requirement for meeting SEA Regulations.

Oxfordshire County Council

- A series of points to be considered in the progression of the Core Strategy were presented:-
 - The main bulk of growth should be delivered in Witney
 - An urban extension at North Curbridge is supported. Development of this scale would require a new 2 form primary school. A new site would need to be identified for further secondary school provision.
 - Development at Carterton is of some concern as it is considered isolated in transport terms, developer contributions would need to be sought for public transport improvements. Highway impacts would need further consideration. 500 dwellings may not trigger need for a new primary school as there is current spare capacity, although this situation may change from 2013 when RAF Lyneham will relocate to RAF Brize Norton. Resulting increased numbers in families, and therefore school requirement, may be accommodated through extension/remodelling to existing schools.
 - Whilst in a sustainable location, Eynsham is a problematic location for growth. As there is no longer a right hand turn on to the A40, on the western side, most vehicles can only go through Eynsham and therefore development to the west would not be supported without a by-pass. Remodelling/extension of existing primary schools would accommodate any growth.
 - Development at Chipping Norton of 400 dwellings on the eastern edge in the vicinity of Tank Farm would be acceptable in terms of transport sustainability development along the A44 corridor. Accessibility links with Banbury, Oxford and Witney should be enhanced to accommodate growth in demand for bus journeys. A review of the pedestrian network,

- particularly to link development to the town centre, would be required. Schools may require relocation/rebuilding to accommodate increased demand for primary school places.
- Affordable housing policy should present the minima of 40% rather than a maximum of 50%. There is a need for extra care housing throughout the district, but explicitly at Chipping Norton and Eynsham.
- A minimum of 10 hectares of employment land to be provided to the west of Witney as part of a mixed use urban extension is supported, given the current congestion issues on the A40 and in Witney.
- Renewable energy developments at a scale appropriate to the District's context will be considered favourably.
- Any development in the A40 corridor, specifically development of the scale proposed for North Curbridge, would have repercussions on highway infrastructure and flows onto the A40 which would need to be mitigated prior to growth taking place. Access to Oxford proposals for addressing such impacts will require support/specific reference in the LDF to help support the Business Case for the Access to Oxford strategy and to justify requests for future developer contributions towards improvements along the A40.
- An additional secondary education facility will be required to address a significant increase in secondary school pupil numbers if an urban extension were to proceed in Witney. With regards to libraries at both Witney and Carterton, an increase in floorspace, rather than a new premises, will be required to meet current minimum standards. A new building will be required for the current library facility in Chipping Norton.

Oxfordshire Primary Care Trust

- The PCT stressed that they would not want to commit or imply at this early stage of the Core Strategy, that new, additional healthcare facilities would be required as part of the redevelopment of Witney. Any such decision would require detailed appraisal of demand/capacity in the area and review of existing provision, including consideration of any future service model to be delivered by Witney Community Hospital as well as recently agreed plans for Windrush Health Centre.

SEEDA

- With regard to Economy, Retail and Tourism, the emerging approach recognising 'Smart Growth' was supported, and recognition was given to the role that modernisation and intensification of existing employment sites can play in facilitating meeting the District's employment land needs.
- The need to provide a policy basis to facilitate business expansion and rural diversification, was welcomed.

Shilton

- The Parish Council sought protection of the separate identities of Brize Norton and Shilton through the strengthening of existing buffer zones in order to protect from encroachment of development at Carterton. Following from this, it was stipulated that any development gain associated with development within the Parish be directed towards Parish requirements (such as flooding and transport).
- A Flood Plan for the Parish is to be published late 2009 and it was emphasised that requirements of this, when assessing development for the area, must be considered. An integrated policy for Shilton, RAF Brize Norton, Black Bourton and Clanfield are believed to be central to the LDF and it was felt that all development in Carterton that falls within the watershed of the Shillbrook should be required to control outflow to sustainable levels to protect all three communities.
- The following improvements are required before any development at Carterton is allocated:-
 - Carterton and RAF traffic to be routed up to the A40 at Minster Lovell and for this junction to be improved to accept traffic from both East and West.
 - The Eastern Link to protect Brize Norton needs to be completed to replace the Shilton Road Link.

South East England Partnership Board (replacing SEERA)

- The Partnership Board sought the following additions to the Core Strategy:-
 - Greater clarification of how the sub-regional distribution of housing development will be delivered

- A link demonstrating how the overall strategy will support the regional hub of Oxford and the regional spoke between Oxford and Swindon
- Identification of what infrastructure is required to support the overall strategy, when it is required, and how it will be delivered, including a policy on developer contributions/planning obligations.
- An indication of how better use of existing housing stock will contribute to meeting housing needs, and how housing needs of older people will be met.
- A criteria based policy for the location of sites for Gypsies and Travellers.
- A reference to the definition of Smart Growth, setting out what achieving Smart Growth in the district requires in terms of the six key principles: employment; enterprise; innovation and creativity; skills; competition; and investment in infrastructure, including transport and physical development.
- Targets on renewable energy and carbon dioxide reduction (in part through building design policy), and a commitment to enabling waste minimisation.
- A policy which addresses the need for provision and management of networks of multi-functioning greenspace.

Stonesfield

- The Parish Council accepted that although further development potential in the village is very limited, there is some opportunity. Further clarification and justification for housing need was sought prior to allocation of housing sites for development of both affordable and market housing.

Thames Valley Police

- TVP raised the issue that implementation of Section 17 of the Crime and Disorder Act will ensure that crime prevention and community safety are achieved, through assessment of these in new developments as material considerations of the planning process and policy should endorse these principles.

Thames Water

- As development plan site allocations inform Thames Water investment programmes for accommodating growth and treatment works, a detailed assessment of site allocations proposals was presented for the main centres being considered for development. Key points raised are:-
 - Witney: existing capacity can cater for growth proposed although significant network upgrades will be required to accommodate an increase in wastewater.
 - Carterton: existing capacity of water supply is sufficient to cater for the level of growth presented in the Core Strategy consultation document, although reinforcement of the supply may be required. Significant local infrastructure upgrades will be required to accommodate an increase in wastewater associated with new development in Carterton.
 - Chipping Norton: Existing Sewage Treatment Works have capacity to cater for growth envisaged although network upgrades may be required. Low pressure levels associated with water supply indicate that further development may exacerbate these problems. Modelling would need to be carried out to determine if existing infrastructure could cope with further growth.
 - Eynsham: Significant upgrades would be required to the sewerage network to accommodate further growth. Minor network reinforcement works may be required to secure clean water provision.
 - Woodstock: A local impact study would be required to assess the need for capacity and network upgrades for wastewater treatment. Minor clean water network reinforcement works may be required.

Tourism South East

- The importance of policy within the Local Development Framework that encourages and supports the development of tourism in the district was stressed. Tourism must be given appropriate prominence within the Core Strategy, particularly with regard to the potential for accommodation provision. A series of paragraphs to support these priorities are provided as an annex.

Witney

- The Town Council raised the following issues for consideration:-
 - All new private housing should be built to the same high specification as affordable housing. The design life of new private housing is very short – a policy that actively prevents new housing estates deteriorating into large areas of sub standard housing in the future needs to consideration.
 - Most of the vision for Witney cannot be achieved without major transformation of the poor road network.
 - The Council does not agree that all options for locating growth have been explored. Witney is considered to be at saturation point and is in danger of losing its busy market town status. Dismay is expressed at non-expansion of key infrastructure (roads, schools, libraries, police station, fire service etc) to keep up with Witney's expansion.
 - A new village or settlement on a Greenfield site would be a more sustainable way of accommodating a growing/new population. Madley Park is evidence of this, a new urban extension on the periphery of the town, functions as a separate small settlement similar to the mall villages that currently use Witney as their main centre.
 - None of the sites in Witney identified for a second urban extension are acceptable. The only site which might be acceptable would be North Witney, subject to provision of a full ring road joining Jubilee Way to the West End Link Road (if it were built), but it is accepted that an urban extension alone would not raise enough funds to enable this to proceed. The development would also depend upon delivery of the Cogges Link Road. Alternatives would be development at Cassington or Eynsham.
 - A Park and Ride facility for Witney is considered a viable opportunity for relieving current Town Centre car parking problems. A Park and Ride facility, possibly at Downs Road, with the bus depot being relocated to the same point is promoted. Frequent shuttle buses from this point covering all directions from the Town Centre is considered an opportunity for relieving current congestion.
 - Employment opportunities are key to maintaining Witney's vibrancy. Its location within the Windrush Valley and near the Cotswolds should ensure it retains its touristic attractiveness. There is a need to safeguard the attractiveness of key areas of beauty within the Town Centre (such as Church Green) by ensuring they are not over commercialised and that the conservation area is preserved and extended.
 - Public services and facilities for leisure, culture, sport and recreation need improvement, and consideration needs to be given to meeting the needs of a growing elderly population. Inclusion in future S106 negotiations is sought, to ensure that infrastructure transferable to the Town Council, complements and enhances existing facilities.

Woodstock

- Woodstock Action Group and Woodstock Town Council raised shared concern regarding the number of stores in Woodstock catering for the tourist trade that needs to be balanced with a variety of businesses which cater year round for the local population. Both consultees highlighted that the existing Health Centre requires a new but central location.
- Woodstock Action Group highlighted a requirement for the redevelopment/ refurbishing of The Youth Club and Community Centre facilities
- Woodstock Town Council provided their Leisure and Tourism Strategy which included a Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis of the current tourism economy for the town. Conclusions are presented providing a way forward to be considered as part of development of the Core Strategy.
- Woodstock Town Council requested detail on highways improvements to the A34 and A40, and how the issues of lorry diversion off the A44 are to be addressed.

Core Strategy So Far – Comments Received from Agents

New Site Submissions

A number of sites, additional to those received at the Site Allocations Issues and Options stage, were received. In summary these are listed as:-

- Brooklands Nursery, Shilton Road, Carterton (housing)
- Land at Station Lane, Witney (retail)
- Land at Eynsham (amendment to previously submitted site No. 150), (park and ride facility, housing and/or employment)
- Land at East Carterton (housing)

Barton Willmore – Land at North Curbridge, Witney

Site specific

- Land south of Range Road/ east of Downs Road should broadly accommodate 1000 homes and 10ha of land for business and general industrial uses.
- In order to deliver funding for the A40 Downs Road junction, it will be necessary for some new housing to be completed and occupied prior to the construction of this junction.
- The proposal to safeguard land for the Witney/ A40/ Downs Road junction is supported.

General

- The emerging policies on climate change are supported, however there should be no overlap with other statutory control.
- The target of 50% affordable housing is not an appropriate target. This should be lowered to be in accordance with national and regional policy.

Barton Willmore – Land at Swinbrook Road, Carterton

General

- The direction of growth assessment which is applied to Witney should also be applied to Carterton and Chipping Norton.
- Housing provision should be met without the allowance for windfall sites.
- The target of 50% affordable housing is not an appropriate target. This should be lowered to be in accordance with national and regional policy.
- There is Govt Policy which address zero carbon development targets and therefore no further local standards are necessary.

Barton Willmore – Land at Eynsham (Western Edge)

Site specific

- A small scale development to the west of Eynsham would integrate well into the village without impacting upon traffic levels or harming the setting of the settlement.

General

- The strategy should make clear what level of housing will be provided beyond the main centres and plan for the minimum level of housing provision to be exceeded (reference to draft South East Plan).
- Housing provision should be met without the allowance for windfall sites.

Barton Willmore – Land at Chipping Norton

Site specific

- We agree that approximately 800 dwellings should be allocated at Chipping Norton but that this should be a minimum figure.

General

- Housing provision should be met without the allowance for windfall sites.
- The Council's trajectory details annual completions lower than the South East Plan requirements after the first 2-3 years up to 2026 and this should be increased in line with market demand.

Carter Jonas – Land West of Burford

General

- All Group C settlements would benefit from the inclusion of a comprehensive development strategy, rather than concentrating development in Witney, Carterton and Chipping Norton.
- The LDF process should allocate a site for residential development within Burford
- Affordable housing should be provided as part of a mixed use scheme.

Carter Jonas – Land at Bladon, Long Hanborough and Woodstock

Site specific

- We consider that the site to the east of Woodstock is suitable to accommodate approx. 350 dwellings or accommodate a new community facility.
- There is potential to develop upon land adjacent to Budds Close, Woodstock and the Woodstock Town Football Club. Land adjacent to Budds Close can be accessed across land allocated for housing to the east of the Marlborough School.
- We support the identification of Lang Hanborough as a Group C Service Centre. However, we do not support the identification of land to the east of Church Road as the most suitable site. Sites to the south and west of the village are more suitable.

General

- We oppose the requirements of developers to provide 50% of affordable housing.
- Despite the sustainability of Bladon, no sites have been assessed within the SHLAA and all the sites in Bladon should be considered within the SHLAA.

Carter Jonas – Land at East Witney

Site specific

- Land off Jubilee Way, Witney is more suitable than the sites at north, west and south Witney and would benefit from the cycle links in the area. The site is well screened and is also suitable for employment uses if access to the A40 at Shores Green were to be improved. This would also ensure a better balance between housing and employment in the area.
- The east Witney sites and land off Jubilee Way should not be treated as one site.
- New masterplans submitted for East Witney addressing the development option with and without the Cogges Link Road.

Cluttons – Comments on Behalf of All Souls College, Oxford

Site Specific

- The proposed strategic site to the west of Witney will create a self-contained and sustainable community.

General

- The first objective is negative and should be reworded to provide certainty to developers when purchasing land.
- There is a lack of evidence to justify that 50% of new housing should be affordable and this is not in line with the South East Plan.
- The role of Witney as a principal town centre is supported.
- The strategy for reducing the impacts of climate change is supported provided that targets are subject to tests of viability and suitability.
- It is essential that the Core Strategy plans the delivery of housing over a fifteen year time period and beyond.
- Funding for biodiversity should be sought through public money not through developer's contributions as it is not directly related to the proposed development.

Drivers Jonas – Comments on Behalf of The Woolgate Centre, Witney

General

- The Council needs to plan for further retail and employment development in line with housing growth and for improved infrastructure.
- Retail development should be focused in the town centres.

Gleeson Strategic Land – Witney (North)

Site Specific

- Allocating land to the north of Witney will provide a sustainable and well connected extension to the town.

Hunter Page Planning – Land at Carterton (Kilkenny Farm)

General

- It is not considered sustainable to reduce the requirement for the rest of Oxfordshire by adding to the requirement for the Central Oxfordshire area of the District.

Site Specific

- It is considered that the impact of development to the north-east of Carterton on the open countryside to the north of the town can be satisfactorily addressed. Similarly, the mineral safeguarding zone around Burford Quarry to the north of the town does not cover the entire Kilkenny Farm site and will not be required throughout the Core Strategy period, and therefore, should not be considered as a constraint to longer term development to the north east of the town.

JPPC – Land at Springfield, Curbridge Road

Site Specific

- We support the Springfield, Curbridge Road site as a preferred option for development and also land to the south of Range Road and to the east of Downs Road.
- We do not consider that improvements to the A40 are required to facilitate development on land at Springfield.
- The site can be developed in isolation from the major Downs Road development area.

JPPC – Land at Street Farm, Tackley

General

- Tackley should be promoted to a Group B village as it already outperforms most of the Group B settlements in terms of accessibility to public transport.

- Tackley enjoys a range of facilities such as a primary school, pub, village hall, community shop and post office.

JWPC Ltd – Land at Colwell Green, Witney (land south of the A40)

Site specific

- Land at Colwell Green should be reserved for a future expansion. The site can be linked to the existing town by pedestrian footbridge and is served by existing bus services.

Kemp & Kemp – Land at Stonesfield (North East)

Site Specific

- Stonesfield is considered an appropriate location to accommodate future housing growth due to the range of services, facilities and transport links. The Core Strategy should be amended to reflect this.

General

- Outside the Central Oxfordshire Sub Region, additional housing allocations across the district's villages would be the most appropriate option.

Kemp & Kemp – Land at Kingham (South East of Kingham Station)

Site specific

- Kingham is considered an appropriate location to accommodate future housing growth due to the range of services, facilities and transport links. The Core Strategy should be amended to reflect this.

General

- Outside the Central Oxfordshire Sub Region, additional housing allocations across the districts villages would be the most appropriate option.

Kemp & Kemp – Land at Well Lane, Curbridge

Site specific

- Land at Well Lane Curbridge consists of derelict brownfield land which has no environmental constraints and is in a sustainable position. Suitable access could be provided off Bampton Road or Well Lane.
- Curbridge enjoys good bus links.

Kemp & Kemp – Land at Minster Lovell (Brize Norton Road)

Site specific

- Land at Dudley Engineering, Brize Norton Road, Minster Lovell consists of brownfield land which has no environmental constraints and is in a sustainable position. Suitable access could be provided off Brize Norton Road.
- Minster Lovell enjoys good bus links.

Kemp & Kemp – Land at Brighthampton (Aston Road)

Site specific

- Malthouse Farm, Aston Road, Brighthampton consists of brownfield land and is available in the short term. This site has no physical or policy designation constraints.

Kemp & Kemp – Land at Eynsham (West)

Site specific

- Land west of Eynsham should be allocated for new housing and could accommodate some Extra Care Housing provision.
- Eynsham is the second most sustainable settlement in the district's Central Oxfordshire sub-region and the Core Strategy should be amended to reflect this.

Perry Bishop and Chambers

General

- Settlements, other than the main centres, must be allowed to grow within limits to protect existing services such as schools, shops and public houses. If all development other than exception housing sites for affordable housing is prevented by policy then the rural communities will continue to decline and services for existing residents will be lost. Each Parish should be considered on its own merit and limited expansion should be encouraged.
- Economically where there is a proven housing need in a Parish for affordable homes some mixed schemes must be permitted or the land will simply not come forward for the needed low cost housing as land owners will not make it available for financial reasons.

Robert Hitchins Ltd – Land at Carterton (North)

Site specific

- Carterton can support further development and the identification of land to the north of the town for development is supported.

General

- Concentration of development in main centres is supported as this is a more sustainable way of dealing with the required growth.
- We do not agree with the target of 50% affordable housing which has not been justified.

RPS – Land at Chipping Norton (East)

Site specific

- Should an urban extension of Chipping Norton be required, land to the east of the town would be the most sustainable site.
- We do not consider that the sites identified in the SHLAA will deliver all the housing required in Chipping Norton and as windfall sites are unable to be identified within the first five years, land to the east of Chipping Norton should be identified as a strategic site.

General

- Concentration of development in main centres is supported as this is a more sustainable way of dealing with the required growth.
- Chipping Norton is the largest town in the northern part of the district and serves a wide area.

RPS – Land at North Curbridge

Site specific

- Development to the west of Witney would provide residents with excellent accessibility and would be close proximity to Witney's employment area.

General

- The highway infrastructure required to accommodate development is either in place or planned.

RPS – Comments on Behalf of Thames Valley Police Authority

General

- 'Infrastructure' should include emergency services.
- The Core Strategy should include a policy to secure contributions from new development to help fund emergency services.

Stephan Bowley Planning Consultancy – Comments on Behalf of Smith & Sons Ltd (Burford Quarry)

Site specific

- The existing gap between Carterton and Burford Quarry should be maintained.

Strutt & Parker – Comments on Behalf of Church Commissioners of England

General

- Policies need to be in place to support rural diversification including the conversion of agricultural buildings.
- The target of 50% affordable housing may not be viable for smaller schemes.
- The distribution of housing for 'the remainder of the district' should be distributed amongst all of the 'more sustainable' villages identified in the settlement hierarchy.

The Tyler Parkes Partnership – Comments on Behalf of Morston Assets Ltd

Site Specific

- Brownfield land south of the A40 and west of the A415 outside Witney should be encouraged for employment land.
- The development boundary of Witney should be redrawn to include land to the south, beyond the A40, west of Ducklington following the line of the boundary of New Close Lane.

General

- We agree that development should be concentrated sequentially with priority being given for brownfield land within and adjacent to Witney.

Turley Associates – On Behalf of Sainsbury's Supermarkets Ltd

General

- The commitment of consolidating the role of Carterton as a centre for the development of housing, employment opportunities, services and facilities, is supported as a means of addressing significant current out commuting.
- The Council should support further retail development in the main town centres notwithstanding the West Oxfordshire Retail Need Assessment which calculates a limited need for further retail development. The assessments calculation presumed that shopping patterns remain constant, which is not considered appropriate given the high amount of expenditure outflow from the district to neighbouring centres. Therefore, in order to enhance the role of Carterton as a centre, the Core Strategy should seek to promote further development of shopping services and facilities in the town

West Waddy ADP – Land at New Road, Bampton and Westfield House, Aston

General

- A lack of development within rural areas of the district has led to the loss of services. Development in rural areas is essential to maintain these facilities. There is too much emphasis on concentrating development in the urban areas of Witney, Carterton and Chipping Norton.
- Provision for key workers should not just include those in the public sector, but also others on low incomes.
- Sustainable rural employment should be supported and referred to within the Core Strategy. Without local housing and employment development the Council will be unable to retain the loss of local facilities within the local villages.

Site Specific

- Bampton – Development should cover a large proportion of the identified site off New Road to ensure an adequate provision of landscaping and public open space is secured as well as providing affordable housing.
- Aston – It is considered that a small development of 5-7 dwellings on Site 261 for nursery staff could be accommodated without detrimental impact upon the character of the village.