

West Oxfordshire District Council
Core Strategy Preferred Approach Consultation - Summary of responses

This document is a factual account only of responses received during consultation. The Council has not made any final decisions on the content of the Core Strategy. Decisions later in 2010 will take into account all responses.

During April, May and into June numerous letters and emails have been received from residents in the Alvescot/Black Bourton/Filkins area objecting to the West Carterton option. Additional issues raised by these residents, which were not covered in responses during the consultation period, have been added to the end of the Carterton summary.

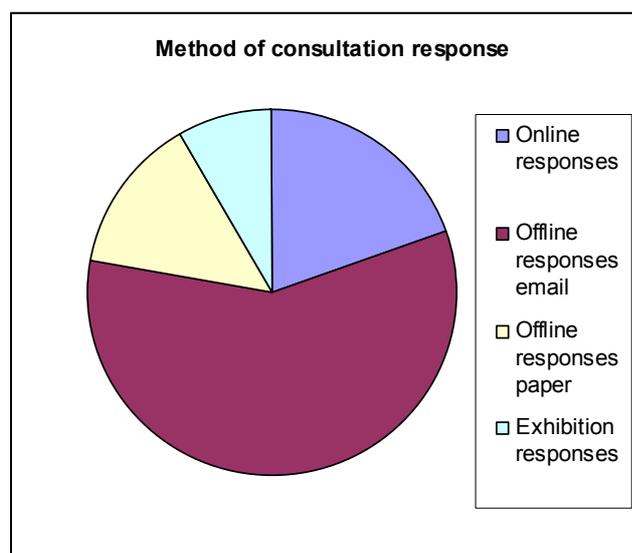
The Core Strategy preferred approach was consulted on during February and March 2010. A variety of methods were used to publicise the consultation:

- Consultation documents and leaflets were distributed to Parish Councils, Council offices and libraries
- Notification of the consultation was sent out to over 1,000 residents, businesses, service providers and other organisations with an interest in West Oxfordshire
- The consultation documents and summary leaflet were also available on the Council's website along with an online questionnaire
- The consultation was the cover feature in the Council's February 2010 newsletter sent to every household in the District
- The consultation received good coverage in the local press
- Exhibition material was produced and displayed at Carterton Town Hall, Carterton Community Centre, Witney Library and Chipping Norton Town Hall.
- Exhibitions with officers attending were held in Witney, Carterton, and Chipping Norton
- Officers have attended several Parish Council meetings at their request

The District Council would like to thank all those involved in helping to publicise and display consultation material and events.

In total 626 responses were received during the consultation period. In addition, some 100 responses were received from parish councils and residents of the Alvescot/Black Bourton and Filkins area after the consultation period. Note - these responses are not included in the summary charts and main analysis.

Nearly 600 of these responses are available to view in full on the Council's website.



A further 52 comments were received at the exhibitions. These comments are included within the summaries below.

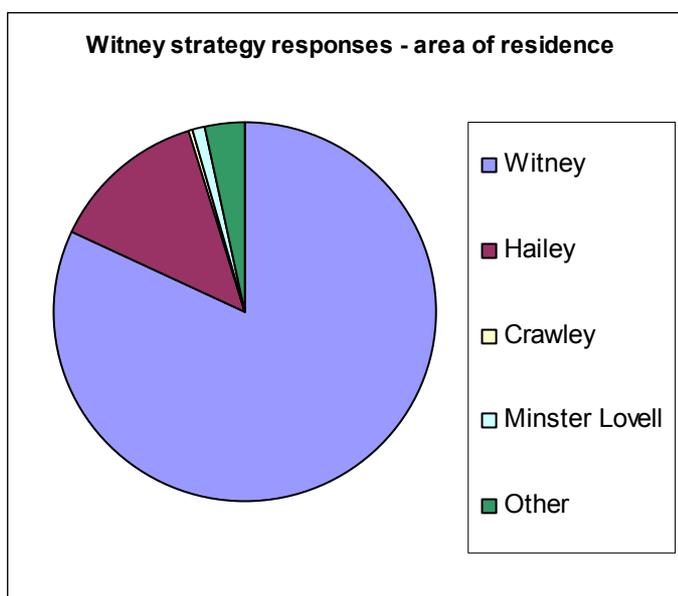
The following sections summarise the response from residents in relation to the preferred strategy for Witney, Carterton and Chipping Norton. This will be supplemented by a summary of comments in relation to other parts of the strategy in due course.

A list of responses from organisations (such as those from Parish Councils, the Environment Agency, developers and their agents) follows in Annex A. The full detail of these and all other responses is available on the Council's consultation website - <http://planningconsultation.westoxon.gov.uk>

Planning for the Future of Witney Summary of comments received from local residents

In total, 297 responses were received in relation to the preferred strategy consultation for Witney. 176 of these responses specifically expressed support for the Council's preferred approach; although the majority of these also objected to development at North Witney.

The majority of responses were from Witney residents (244) with a large number received from residents living in the north Witney area. A large number of responses were also received from residents of Hailey (40).



The overwhelming majority of comments were in relation to the consultation question "should the plan identify potential longer term development to the north of Witney?" 8 responses stated a preference for development to the north of Witney. 97 responses specifically stated that land should not be identified for housing development. The reasons provided for opposition to development to the north of Witney are summarised later.

In some cases where people were opposed to development to the north of Witney, they suggested alternative sites to accommodate future housing growth. The majority of responses (54 in total; of which 44 were from Witney residents and 5 from Hailey) suggested Carterton would be a preferential area, but most responses did not specify one of the options identified as part of the Carterton preferred strategy consultation. The reasons for this choice are outlined later in this summary. In addition, 27 responses indicated a preference for development to the west of Witney/North Curbridge (26 responses from Witney residents). One response suggested land to the east could be appropriate for infill and no responses suggested development on the south option.

Petitions:

In addition to all the comments received, 4 petitions were also submitted:

- Residents of Crawley Parish (54 signatures) petitioning on the basis that the Core Strategy fails to provide any adequate infrastructure for traffic to cross the river to enter, exit or by-pass Witney from the north. They state that further growth will encourage traffic through Crawley village, where there are a number of narrow lanes, a small bridge and a number of blind points.
- Woodford Mill, Witney residents (46 signatures) stated their support for the Core Strategy Preferred Approach, but outlined their objections to development to the north of Witney due to: the impact of additional traffic; the impact the West End Link road will create by feeding into the already congested Crawley junction; the area is prone to flash flooding; suggesting the West End link road bridge design will need to be built on stilts and piers sunk deep into a flood plain which could have implications for the water table and flow; the link has the potential to increase noise and air pollution for local residents on Burford Road; it being out of keeping with the Conservation Area and the building work will impact on local wildlife and biodiversity.
- Residents of Jacobs Mill, Witney (16 signatures) supporting the Core Strategy Preferred Approach, objecting to development to the north of Witney highlighting the same concerns as those of Woodford Mill.
- Residents of Woodford Way, Mill Street and the Burford Road junction (11 signatures) supporting the Core Strategy Preferred Approach, objecting to development to the north of Witney highlighting the same concerns as those of Woodford Mill.
- Residents of West End, Crawley Road, Bridge Street and Hailey Road (58 signatures) signed a petition due to concerns over the current levels of congestion, flooding and pollution in these areas. The petition asked for the Council to resolve these through negotiation with developers who are proposing flood alleviation measures, a new bridge and a distributor road as part of the development of North Witney. The petition states that it is critical that the West End Link Road is constructed.

General comments on further growth of Witney

- The infrastructure of the town needs to be improved to support the large number of houses
- There is inadequate parking facilities in Witney which will be unable to support additional car levels from more housing
- The town's education and police provision is currently overstretched; the addition of more houses will exacerbate the problems. Coupled with this was a concern over anti-social behaviour on new housing estates in the town and the limited police provision to deal with it
- The limited employment opportunities in the town will lead to further commuting out of the town, adding to existing congestion concerns, particularly along the A40
- Transport constraints, poor road links with and within the town are a major obstacle to further growth – congestion at peak times plus associated air and noise pollution – particular concern at Woodstock Road, West End roundabout and Bridge Street
- Identified relief road projects have still not been implemented – need for the Cogges Link road and Shores Green junction upgrade.
- With Witney being the place of residence for commuters working in Oxford, the improvement of this connection (the A40) was felt to be a key issue that requires attention

- Opportunity to improve Oxford-Witney connection through the reinstatement of a railway line was expressed in a number of responses
- Any further housing sites need to be located closer to the A40
- The Cogges Link Road will funnel more traffic onto the congested Station Road
- Any further development of Witney has the potential to detract from the market character of the town, and result in the loss of Witney's 'country' feel
- The Cogges Link Road would run across a flood area and valued piece of green space
- One response stated that the Cogges Link Road project is the incorrect scheme to implement, because traffic between the Sainsbury's Roundabout and the Ducklington Lane traffic lights is already heavily congested during peak times and the Cogges Link Road will make that even worse, bringing gridlock to that part of the town, with significant environmental degradation and pollution. Instead, the scheme should be abandoned in favour of the Shores Green and West End link roads which will divert through traffic away from the central area of Witney, rather than directing it back into it.
- Flooding issues – Madley Park has intensified surface run-off to residents in neighbouring streets/properties
- Further development would involve loss of open countryside and associated wildlife and local biodiversity value
- Witney has not seen a growth in leisure facilities to match the growth of the town in recent years
- If land is to be developed to the east of Witney it should be on land enclosed by the proposed Cogges Link Road; this would provide a defensible boundary to the future growth of Witney
- The local authority, County Council Highways etc should be working together more closely to formulate plans for infrastructure and to provide funding
- As there will be a need for any new development to be in keeping with the local area, this will require developers to use a higher quality of build material, resulting in higher house prices and making them unaffordable
- There is a requirement for cheaper public transport to encourage people to not use their cars
- A number of comments questioned the need for the large scale addition of houses the Core Strategy plans for, not just within Witney but West Oxfordshire as a whole
- The Marriotts Walk shopping development has vastly increased traffic congestion, which any further housing development will add to
- The attractiveness of the town of Witney is being lost
- More large scale development of Witney could result in further urban sprawl
- Preference should be for further growth in Oxford – close to jobs, local services and facilities
- Future development should prioritise the use of eco friendly materials and develop homes which are carbon neutral
- New houses must take into account the requirements of health and social care for the elderly population
- Are there any plans to expand Witney hospital?
- No wisdom in continuing to provide free off street parking in Witney, though response accepts that for the rest of the district the critical mass and the volume of traffic movement does not warrant off-street parking charges.

Reasons for preference for development at Carterton rather than Witney

- The town has a better road network and ring road
- Offers better access to Oxford via the A40 and also to Swindon
- The housing is required in Carterton to meet the requirements of RAF personnel
- Carterton is in need of development to help investment in infrastructure and rejuvenation of the town centre
- Has a lower risk of flooding

Comments objecting to the North Witney development option

- A concern expressed by a large number of respondents was that the site has a high water table, resulting in the ground being full of ponds of water when it rains. This leads to flooding down Hailey Road, affecting the houses in Eastfield Road and the land between Hailey Road and West End.
- Land between Hailey Road and Woodstock Road is particularly prone to flooding
- Further development will allow less natural drainage
- Another major issue noted by most respondents is that with the large number of houses planned this will lead to a large increase in car usage and further exacerbating congestion in Witney
- A large number of responses stressed how the existing road infrastructure is insufficient to cope with a growth in traffic, let alone manage existing car usage
- Furthermore, development to the north will lead to more traffic on rural single track roads around North Leigh, East End and Stonesfield
- Concern was expressed over the impact on North Leigh, New Yatt and Long Hanborough as commuters seek alternative routes to work
- The current flow of traffic/congestion through West End, Bridge Street and Oxford Hill will worsen with further development, exacerbating the existing problems with air and noise pollution in these areas
- The land is good quality agricultural land which should be retained for this purpose
- Being in close proximity to Conservation Areas, the development has the potential to adversely affect the areas of Woodgreen and Hailey
- Will result in the loss of identity of villages such as Hailey, New Yatt and North Leigh
- The site contains a network of footpaths that will be lost if development takes place
- The site is heavily used by local residents for a variety of recreational purposes - development would result in the loss of a popular local recreational/leisure amenity.
- Further expansion of Witney in this direction will result in the coalescence of Witney and Hailey. This will impact on the community/village feel in Hailey
- Much of the land 'earmarked' for development falls within Hailey parish and not the town boundary of Witney
- The site is a considerable distance from the town centre and does not constitute a sustainable location for access to services and facilities
- The site is furthest away from the prime bus routes linking Witney to Oxford and other major settlements
- The West End relief road, and all other infrastructure requirements, should be completed before any development is started
- A large number of respondents were concerned over the loss of land of perceived high landscape value and the wildlife it contains. Some respondents believe the site contains protected species such as Great Crested Newts.
- Will impact on the water and sewerage systems
- The site is a considerable distance from the industrial sites

- The West End Link road would cross over a flood plain
- Concerns over the impact of the West End Link road on wildlife, and the potential for greater levels of noise and pollution
- Need to undertake major engineering studies to establish the cost and feasibility of both flooding and transport solutions
- The land acts as a natural barrier between Madley Park and the lower lying area around Hailey Road
- Where will the new schools be built? And how will people be able to access them?
- The housing market in Witney is saturated
- Many residents in close proximity to the site considered that the development would adversely impact on their quality of life by detracting from the view(s) out of their properties
- One person commented that they did not feel the site was large enough to accommodate 1,400 houses
- A response noted that the development of the site will result in the loss of a bat population
- The nature of the land – its topography, the streams, ditches and watercourses – make the site unsuitable for large scale development
- 3 responses noted the proximity of a barn owl breeding site and the consequences of increased noise and air pollution

Comments supporting development at North Witney

- Offers quick and easy access to the A40
- The development provides an opportunity to fix the flooding issues in the area
- Provides an opportunity to add to the 'ring – road' thereby giving good access to the A40 west and Witney town centre
- It will help improve the traffic problems by providing funds to build the West End Link road
- The development would help to reduce air and noise pollution on Bridge Street by diverting people along the West End Link road
- Closer to the town centre than North Curbridge with potential to provide better road schemes to avoid congestion
- Opportunity to provide a road of benefit to the whole community, a clear route around Witney and also relieve traffic through small villages
- Vital that an outer distributor road is constructed as part of any development to the north of Witney

West Witney/North Curbridge comments

- Road links are better here than the other options considered
- Development of this site offers improved access to the A40
- Closer to the town's employment sites
- Would help to alleviate the problems of access to the A40 through the congested Ducklington Lane junction
- Increased light pollution
- Residents were particularly concerned about local flooding and the impact further development in this area could have
- Development here instead of North Witney will have no detrimental impact on the landscape
- Offers better access in and out of the town centre
- Too far from the town centre – not within reasonable walking distance and would inevitably lead to further traffic congestion
- Will feel cut off from the town, a separate housing estate from the rest of the town

- The construction of the Downs Road A40 junction will ensure improved access
- Linking the A40 with Downs Road would lead to a greater level of traffic to the west of the town, as well as using Crawley to bypass the town
- The improved access will encourage growth and investment in businesses

Planning for the Future of Carterton Summary of comments received from local residents

In total, 215 responses were received from residents in relation to the preferred strategy consultation for Carterton. This does not include those Witney residents suggesting development in Carterton (see Witney section).

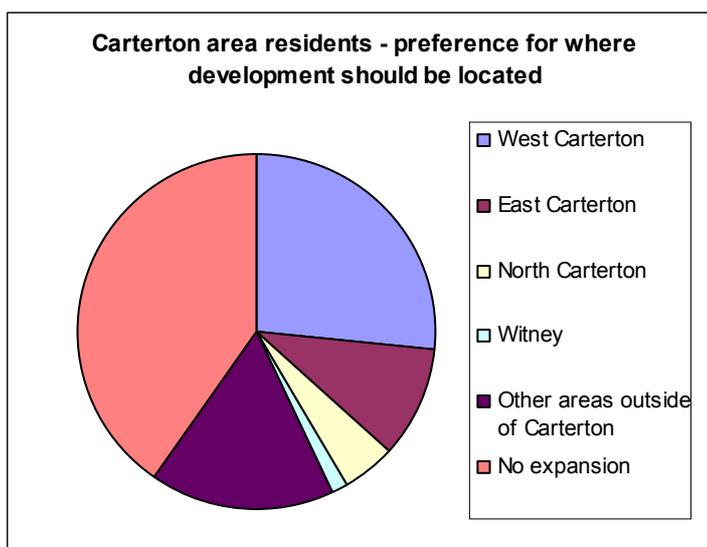
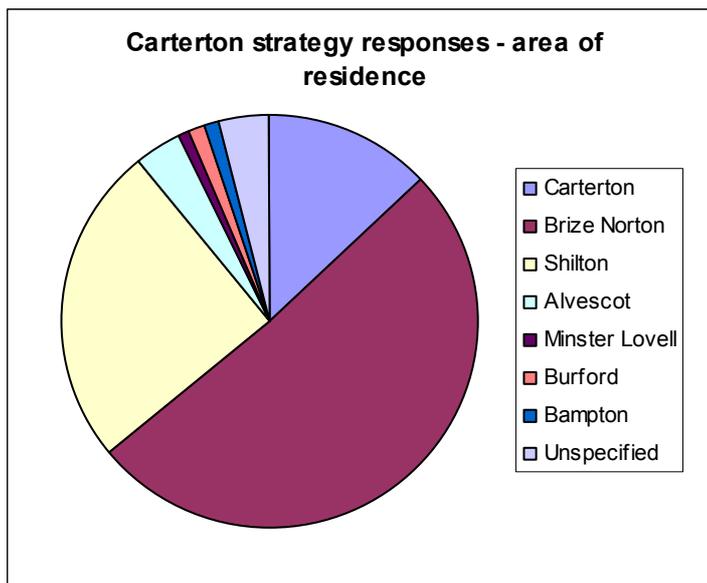
The majority of responses were from Brize Norton residents (104), followed by Shilton (52) and Carterton (27).

Of these responses, 139 replies stated a preference for where development should be located. The majority of these (40%) stated that Carterton should see no further expansion. Of the options for the expansion of the town, the West Carterton option is the most preferred with 27% of responses.

By far the least favoured growth option is the North Carterton site. Only 7 responses indicated a preference for development here.

A collective response from the Burford Road, Brize Norton Neighbourhood Watch Group stated a preference for further development at Witney on the North site. This response represents the views of over 50 households.

The following sections summarise the main comments from residents in relation to the further expansion of Carterton and the options to the North, East and West of the town.



Further expansion of Carterton – general comments

- Infrastructure would need to be in place before any development takes place
- Concern that housing expansion is avoiding greater issues that need addressing first – most importantly, the revival of the town centre. It was felt this would help to retain residents within the town, rather than travelling elsewhere for shopping and facilities etc
- Road infrastructure to the east cannot cope with traffic at present levels, congestion on the A40
- Limited development/employment opportunities within Carterton in recent years with many employment units remaining vacant suggests that new houses will not be supported by local jobs
- Lack of employment opportunities will further encourage commuting
- The vacant industrial estates were identified as a potential resource for infilling of housing, rather than expanding outwards. The MOD housing was also suggested as an alternative
- Insufficient doctor and dentist facilities to cope with a larger population
- Limited capacity, in some cases none, at local primary and secondary schools
- It was felt that Carterton needs to consolidate its position and look at concentrating on improvements rather than expanding
- Anti-social behaviour and crime, particularly on Shilton Park, was frequently referred to as a concern
- Reference to the proposed expansion of RAF Brize Norton focused on the additional lorry traffic and the impact of RAF personnel commuting to Brize Norton each day (for those who choose to remain in the Swindon region)
- One respondent commented that resources should be concentrated within Oxford where much of the employment and services are readily available to accommodate additional housing. Another response highlighted Swindon as a preferable area for housing growth over West Oxfordshire
- Until the road system around Carterton is improved, the town will be unable to support new housing
- Further development of Carterton is unsustainable due to its location, limited road network and unoccupied business units
- The sites fall outside of the boundaries of Carterton and therefore the town should not be in receipt of any planning gain
- Concern that the north and east sites have previously been considered and rejected
- The area would also need improved public transport links
- Potential for flooding of Bampton from further development at Carterton
- New housing should consider the use of geo-thermal district heating
- Consider the need to expand the emergency service provision within Carterton
- Concern over the loss of allotment sites, particularly with a high waiting list for them
- Improved cycle and pedestrian links should be integrated into development to enable safer access between Witney and Carterton
- A few questioned how many houses were actually proposed for Carterton
- The South East Plan housing requirement and a high need for affordable housing in Central Oxfordshire should necessitate further large-scale development within that area, for example Witney.
- Preference for an additional strategic site at Witney North was expressed due to much of the required infrastructure already being in place to facilitate extra housing.

- The business units in West Oxon Business Park have been empty for more than 4 years – not due to a lack of skilled workforce or business facilities, but due to a lack of adequate business transport links to the rest of the country

East Carterton Option Comments

- By far the biggest concern for residents of Brize Norton is the potential for flooding as a consequence of further housing development to the east of Carterton. It was stated that this has already been exacerbated by the development of Shilton Park, which has added to surface run off into the village. Many examples of local flooding provided.
- Extra volume of traffic on Brize Norton Road, Minster Lovell was a concern
- Road safety concerns in general was emphasised by the majority of respondents, who commented that increased traffic through Brize Norton is an escalating problem, mainly due to the congestion on the A40
- An inadequate drainage and sewerage system serving the village of Brize Norton
- Loss of greenfield areas and respective wildlife/biodiversity value
- Too long a distance from the town centre for walking
- Burford Road is not able to support additional traffic
- As a consequence of increased traffic, a greater risk of noise and air pollution
- Impact on the character and identity of Brize Norton and community feel of the village. Many noted the village is listed in the Domesday Book of 1086 and there are several listed buildings including the church.
- Coalescence of Carterton and Brize Norton, potentially creating one large urban area. Many commented that Brize Norton would effectively become a suburb of Carterton. Loss of rural lifestyle
- Loss of the buffer zone between Carterton and Brize Norton, identified in the current Local Plan 2011
- Impact on quality of life, due to loss of views from properties overlooking the site (particularly a concern for residents of properties along the Burford Road and the periphery of Shilton Park)
- Loss of public footpaths
- Would increase the number of lorries passing through Brize Norton
- No proposals to provide access from the south which would relieve Brize Norton village
- Land to the east of Carterton has a sloping topography that makes it difficult to screen any development effectively
- The expanding air base would impact on residential amenity.
- One comment noted that Monahan Way was built as a natural divide between Carterton and Brize Norton and it should stay that way
- One resident of Shilton Park noted there are limited areas for walking/recreational activities; by developing to the north or east these areas will be reduced further
- Site was meant to be preserved as a country park/golf course/recreation area

Most of the Carterton residents who responded preferred expansion to the east of the town due to:

- Better access to currently available facilities and services, as well as the opportunity for new facilities where buildings already exist, for example the business and retail units adjacent to Shilton Park
- Better road links and closer access to A40 and the B4477

- The proposal to extend the country park would ensure a boundary between the development and Brize Norton village would be retained
- It was also seen as a good continuation of the north east development
- It was stated that commuter patterns suggest that the east side of Carterton is most suitable, development to the west would be unsustainable

Some responses proposed traffic mitigation solutions if the East Carterton option is chosen for development:

- Only provide access from the estate onto Monahan Way and not onto Carterton Road
- Liaise with Oxfordshire County Council Highways to provide traffic calming/chicanes/speed bumps through Brize Norton, and possibly speed cameras

West Carterton Option Comments

- Greater potential area for expansion
- The site/area has more potential for long term development (beyond 2026)
- Improved connectivity/access to road networks therefore reducing congestion and commuter traffic (particularly through Brize Norton)
- Prevents encroachment on any other nearby village(s)
- Offers better links with major towns such as Swindon, as well as the M4 network
- Potential for landscaping and screening to enhance the Shill Brook valley
- Road infrastructure to the west would need upgrading to accommodate additional traffic and provide links with employment opportunities in Swindon
- Encroaches too far into the countryside
- The Shill Brook is a physical barrier to development
- Development would compromise the character of the open rural landscape
- Surrounding villages and towns would be affected through increased traffic, as well as potential coalescence with Carterton
- Increased surface runoff and flooding. Existing flooding problems are already a major constraint
- It was stated that the land within the west option is designated as an area of high landscape value (N.B. *this is no longer the case*), that contains a variety of wildlife
- A couple of residents questioned whether a proper archaeological survey will be conducted
- It was asked what the implications are for the footpath that runs between Shilton and Alvescot, as well as the implications for the Shill Brook which physically separates the land from Carterton
- It would create further pressure on an inadequate drainage system
- Large scale development close to the operational airfield was highlighted as a concern due to high safety and security implications
- Area offers good quality agricultural land which will be required in the future

Many Brize Norton residents preferred the option of development to the west of Carterton. It was noted that the owner of Alvescot Downs Farm has no objections to development to the west of Carterton. Although responses from Alvescot residents were lower than other neighbouring villages, the views of the Parish Council were received. The Parish Council is concerned over the encroachment into a rural area, which could open up the area to further development; limited local amenities/services and the increased risk of flooding on the land between Carterton and villages to the west.

North Carterton Option Comments

- Loss of the rural and historic identity of the landscape
- Questions raised as to why the Local Plan aim to preserve the separate identity of villages is no longer a consideration
- The current infrastructure, particularly access roads and parking, is inadequate and housing development in this locality will increase traffic flow through Shilton village as well as exacerbating problems at the 'Shilton dip'
- Loss of the separate identity of Shilton and the impact on the Conservation Area
- Expansion to the north is unsustainable, taking housing too far away from the town centre
- Kilkenny Lane is too rural
- Swinbrook Road is not a suitable road for further traffic
- Does not overlook existing housing
- Flooding is not an issue in this area
- Less likely to be disturbed by aircraft noise

Justin Heyworth of The Old Forge, Shilton submitted a landscape assessment in relation to the options to the west and north of Carterton and the impact this could have in relation to Shilton village.

Additional information provided by residents in the Alvescot/ Black Bourton and Filkins area (*including responses from Parish Councils in that area*) (*note some respondents appeared to think a planning application had been submitted/was imminent*)

These responses were received outside of the consultation period and, therefore, have not been included in the main summary of responses and analysis. Nevertheless, where residents provided responses that (a) expanded on existing responses or (b) provided new issues, these have been summarised below. All these comments focus on potential development of land to the west of Carterton

- Although also seen as an opportunity to accommodate future development, residents within proximity to the west site felt that breaching the Shill Brook will encourage further future development to the west beyond the currently proposed boundary, and this needs to be avoided
- It was noted by a number of respondents that the Carterton Landscape Assessment describes the area (Shill Brook valley) as "inappropriate" for development in an area of "high sensitivity"
- Similarly, views from Upper Shilton would be spoiled and those from the area at Alvescot Downs would be completely lost
- There will be a direct visual impact on the conservation areas of both Shilton and Alvescot
- One respondent submitted a series of landscape comments, critically examining the Carterton Landscape Assessment 2009. In relation to the west Carterton site and Landscape Assessment, the response noted how, for example, the site is a "...broad, visually spacious landscape which extends unbroken to the boundary of the Cotswolds Area of Outstanding Natural Beauty...." Many of the comments made suggested the 2009 Landscape Assessment was wrong in its assertions. Further points in relation to the landscape and suggested inconsistencies with the existing Landscape Assessment 2009 were presented.
- The site is well used as public amenity space

- The development of this site would require a completely new range of infrastructure, as well as requiring further access over the brook. Other sites suggested for Carterton would not require as much new infrastructure
- Carterton health centre is working to capacity
- Unless the scheme forces the developer to build a new sewage plant, sewage from the site will be directed through the Alvescot pumping station which has been back-flooded at least twice in recent years
- One respondent pointed to recent work to the Aircraft Servicing Platforms at RAF Brize Norton which noted several rare species of wildlife. They felt a full ecological study of the proposed site would be required
- It was also stated that the site contains a nesting site of a major protected bird species, and an ancient site of habitation
- Large scale development would have an adverse impact on the telecommunications infrastructure, which is already overloaded, with internet speeds being amongst the slowest in the country
- The increase in flights at RAF Brize Norton will heavily affect the site
- Existing shopping, employment, medical and recreational provision make the northern option the preferable choice for growth. A respondent suggested the Council could contemplate de-zoning the allocated employment land so that the northern site could provide a better mix of uses overall.
- A couple of responses asked if restrictions on planning under and close to flight paths in relation to noise and pollution been taken into consideration
- Development would negatively impact on local tourism businesses that rely on the rural scenery to attract visitors. This will also have a direct impact on the local economy, for example local shops and services (Alvescot Lodge specifically expressed concern over the impact on its business)
- The fields, footpaths, bridleways and lanes in the area are well used amenities and attract many visitors. Development will have a detrimental impact on visitor 'foot fall' with obvious losses to the local economy
- One respondent was unclear whether the proposal for house building is in response to a national plan for building more homes or whether it is linked to the need for homes for staff at the expanding Brize Norton air base
- The edge of the proposed development is extremely close to the extended centreline for Runway 08 at RAF Brize Norton. Over the last 3 miles of approach every aircraft flies the same glidepath. European aviation law mandates a 'stabilised approach' must be conducted, so there would be no scope to manoeuvre around any housing as facilitated downwind around Clanfield, Bampton, Aston, Cotswold Wildlife Centre etc. A crosswind from the south would carry the noise, which would include that from the VC10s, across any development at rooftop level. New dwellings should have acceptable amenity levels
- Some houses in the area still use wells as their source of water – contamination would be a real risk with the development of flood plains
- A Government inquiry of the traveller settlement 'The Ark' clearly stated that on health and safety grounds no one should live so close to the flight path at RAF Brize Norton
- Proposed site was unsuitable for a cemetery – why is it now deemed appropriate for 1,000 homes?
- Part of the site comprises a former refuse tip, which the respondent believes contains non-inert materials such as domestic refuse (tipping was completed around 1973)
- Problems already exist from the increase of traffic on the B4477 caused by the scheduled closure of RAF Lyneham and the transfer of staff, construction and other vehicles to Brize Norton

- The proposed closure of RAF Lyneham and the transfer of personnel to Brize Norton will result in increased daily traffic
- The junction at Minster Lovell onto the A40 only allows traffic to travel towards or from Oxford. The construction of a slip road, allowing heavy traffic to travel towards and from Burford on the A40, would significantly allow an easing of this increased traffic problem and divert dangerous and polluting vehicles away from smaller country roads
- Shilton Park is considerably more connected to the existing town (than the proposed west Carterton option) yet it still feels like a satellite town. This will be even worse at west Carterton, where the distance from the new settlement will exacerbate the feeling of isolation from the town centre
- One respondent felt that expansion to the west would make a mockery of the current axis of commercial development between the town centre and the new retail park towards Brize Norton. The commercial axis makes expansion to the east a much more sensible alternative
- Carterton is identified as an area of social deprivation within the County and the proposed development risks exacerbating these issues. The proposal does not appear to reflect the needs and cohesion of the local community

Planning for the Future of Chipping Norton

Summary of comments received from local residents

Overall Summary:

In total, 14 responses were received in relation to the preferred strategy consultation for Chipping Norton. All these responses were from residents of Chipping Norton. The comments received are summarised below.

Expansion of the town to the east

- Other smaller sites are available in Chipping Norton to meet the objective of “modest growth”. Concern that development of big sites such as Tank Farm and Fowlers Barn Farm will greatly expand the town boundary
- Development of land at Tank Farm will result in the loss of open fields
- Before development is allowed to proceed it will be important to assess the archaeological potential of the area to be affected, in particular the Tank Farm site
- Support for the location of additional housing off London Road (Tank Farm) – the site proposed for housing would link up well with the development on the Parker Knoll site and the development on the hospital/care home site
- One respondent felt that allowing the Parker Knoll industrial site to be developed for housing opens the door for the Tank Farm site to be developed as well
- Building in the Tank Farm area will overlook housing in Brassey Close because the land is much higher
- Development will greatly increase the current average build rate in Chipping Norton
- Brownfield land adjacent to London Road should be used for future housing growth, not greenfield sites. Further extending the town will harm the objective “to protect the heritage of the town”
- One comment questioned whether it was appropriate to permit buildings so close to a water tower, outlining that they are normally only ever located in out-of-town sites
- One comment stated that no consideration has been given to the microclimate of the proposed housing area. Being one of the highest, most exposed points in Oxfordshire, it was felt that insufficient consideration has been given to the quality of life the landscape would offer. Houses will be exposed to strong winds
- Rural character of the footpath from Wards Road via Tank Farm to London Road must be maintained
- Problem of ground water will become a more serious problem with further housing. A comment stated that houses adjoining the site proposed for housing already suffer from ground water flooding during periods of heavy rainfall

Shopping, Jobs and Employment

- With the closure of the Parker Knoll site, concern was expressed over how the balance between jobs and housing is likely to be maintained. Responses felt a key priority should be to have jobs in the town to give people the opportunity to work close to home, rather than commute. Job provision should be the overriding priority for the Chipping Norton strategy
- Important to make land available for business use – more positive interventions required for to actively encourage small businesses
- High local house prices will mean that new residents are likely to commute out of the town to achieve higher paid employment
- Encouragement should be given for start-up businesses, including those run from home in the town

- What is the justification for further employment development when the Parker Knoll planning permission is yet to be implemented?
- One respondent noted that new houses built in the town when the economy was prosperous were slow to be sold, pinpointing this issue largely as a consequence of a lack of employment
- Concern over the lack of support for small market towns, such as Chipping Norton, particularly due to out of town shopping centres
- Concern that major retailers will damage the vitality of Chipping Norton High Street
- Query as to why, now that the residential element of the Parker Knoll site has been completed, no work has commenced on the construction of the employment and services element of the permitted development
- Further development of the town for housing will serve to provide a dormitory for other towns, such as Oxford
- An enterprise development centre should be prioritised
- One of the town areas marked as “land available for new business and employment” and “main employment site” is presently Oxfordshire County Council’s road gritting depot for which outline planning consent has been sought to erect new covers and facilities – question over public money to be spent on this when further changes may be made in the future

Traffic, Parking and transport

- No firm plans for aim to reduce traffic; heavy through traffic remains a concern
- Traffic problems in the town need to be addressed; particular concerns raised over heavy goods vehicles/lorries travelling through the town centre. A mandatory weight limit was suggested in one response, others suggesting a total ban on lorries through Chipping Norton
- Conflict in the preferred strategy in terms of aiming to achieve improved air quality whilst simultaneously permitting HGVs to drive through the town and not supporting a bypass for the town
- Concerns over safety along London Road coupled with future traffic generation from the new hospital and residential care home. The former Parker Knoll site and parking outside the Holy Trinity Church were noted as main concerns in a number of responses
- Need to improve pedestrian and cycle routes and access to bus services – it has not been identified how this will be achieved
- New developments in Chipping Norton must have access to public transport within the site, for example the X8 and X9 bus services route must be extended to include the new houses on London Road and provide links to the new school
- Increased frequency of train services on the Cotswolds Line must be encouraged along with late evening services from London
- Improved cycleways and footways needed to connect any new developments to Chipping Norton town centre
- What provision for car parking is suggested in connection with the Albion Street development?
- Oxford bound traffic should be compulsorily re-routed up Banbury Road
- Development of land to the east of the town provides the opportunity for a relief road that would by-pass the Horsefair stretch of the A44 (AQMA). It would also act as an alternative route through the town
- Expansion should be seen alongside improved connectivity with transport hubs and major settlements

Community facilities and infrastructure

- Opportunities must be taken to use S106 agreements to fund community amenities, not just on the proposed strategic site. The response includes the example of requiring a comprehensive approach to be taken as a whole to the development of the hospital, ex-ambulance station and St John Castle View care home so that the most appropriate sites are used to meet community needs, and not driven by current land ownership of the parts
- Preference for a mixture of uses on old hospital, ambulance station and Castle View sites
- Additional housing will have an adverse impact on local services, for example local doctor and dental surgeries
- Development of additional housing should not take place until supporting facilities and employment opportunities are in place
- Concern over the implications on local education provision and facilities
- The town requires a permanent tourist centre
- Provision of extra care housing is particularly important

Other comments

- One response noted a “hammer head” in Cotswold Crescent was provided when the estate was built. Modest growth in this area has the advantage of being close to the present schools, leisure centre and facilities at Greystones.
- Extreme care required in the design and materials used for the proposed new Co-op building and the landscaping, in order to retain the historic context of the site and maintain the character of a sensitive central town location
- Integrity of burgage plots and green boundaries must be maintained
- Any development which may affect the burgage plots in the town centre should include a full assessment of both above ground and below ground archaeology (more detailed comments on this issue have been provided)
- To maintain a balanced community, care should be taken to include higher end housing as well as affordable housing
- The provision of affordable housing was a concern for one respondent - fearing that it would result in poor quality, high density housing, which will encourage less desirable occupants to locate within the town; bringing increased anti-social behaviour and crime into Chipping Norton. This will require a greater police presence. Further housing growth within Oxford was suggested as an alternative, where infrastructure is in place to manage such housing growth
- Area to the west of the town and adjacent to the business estates north of the A44 should be utilised. One response, although noted that the area falls within the AONB, felt this status could be overcome and the land would be more preferable for development due to; the proximity to existing business uses, and because the land is elevated and is only at the approaches to the town, therefore minimising the impact on the appearance of Chipping Norton.
- It would be possible to build housing sensitively within the areas adjoining or within the AONB, perhaps on several sites rather than one large development. The comment was supported by the permission granted in 2006 for new houses in the Old Quarry, which is within the Chipping Norton Conservation Area
- Number of houses proposed is too high to achieve the aim of maintaining the town’s special character and vitality
- Figure of a “minimum of 800 homes” conflicts with the statement in the Sustainability Appraisal that “ a major urban extension of 500 or more new homes is likely to have an unacceptable impact on the character and setting of this small market town” – one response suggests a “minimum of 800 homes” is replaced with “a maximum of 500 homes”. As part of these revisions, the response noted that the current percentage requirement of 40% affordable housing may need to

be increased in order to ensure an adequate supply of affordable houses from a reduced number of houses

- Development offers the opportunity to produce a history trail of Chipping Norton, particularly in relation to the redevelopment of the Co-op store and Castle View
- Measures must be taken to protect existing hedges and trees

Core Strategy: Preferred Approach – comments from residents in relation to all other aspects of the strategy

As well as the comments submitted by residents in relation to the strategies for the three main towns – Witney, Carterton and Chipping Norton – a series of more general comments were received from residents in relation to other areas of the strategy. This summary captures these comments.

31 responses from residents contained comments on other aspects of the Core Strategy (*10 from Witney residents, 4 from Eynsham, 3 from Chipping Norton, 2 from Carterton, 2 from Minster Lovell, 2 from Bladon, 1 from Brize Norton, 1 from Ascott-under-Wychwood, 1 from Leafield, 1 from Bampton and 1 from Woodstock*)

General Comments –

- Document could have been presented in a way that makes it easier for the general public to locate areas of particular interest. Many statements are vague and lack specific details
- Would be helpful if there is a clear breakdown of expenditures proposed for different initiatives e.g. the Cogges Link Road, in order to understand the reasoning behind suggested trade-offs and priorities
- Greater attention to detail and use of evidence papers is essential
- Important to be consistent in using the separate terms 'sustainable' and 'self-sufficient'
- Would it be possible to give local communities more say about where in their particular community development takes place?

Overall Strategy –

- The Council needs to be careful not to destroy the existing qualities of West Oxfordshire through too much development
- Reliance on growth figures from the last decade, especially housing demand, will not provide an accurate indicator of future demand, since the last decade can now be seen as a period of exceptional boom
- Vision and objectives are too generic, they could apply to any place
- Vision and objectives should give a sense of how West Oxfordshire will be different in terms of such matters such as carbon footprint, the balance of jobs and people and net commute, modal shift and renewable energy.
- Major issue in the short and long term is health and social care, particularly for the elderly (because of an ageing population). The overall strategy seems to be one of "all or nothing" - nothing should be done to spoil the pretty villages, while (almost) all of the development is loaded onto three towns, and Witney in particular. Strategy does not seem to take into account the sustainability of either these villages or of our towns. Without an increase in the number of younger families, the villages risk becoming islands of older people who are the only ones able to afford the houses there, while the towns risk losing their sense of identity and community due to rapid expansion with insufficient effort put in to maintaining and building a sense of community.
- Many of the Core Strategy objectives are undeliverable in view of financial constraints and Central Government constraints
- Would be desirable to differentiate in the strategy the distinctiveness of the areas lying within the commuter catchment of Oxford as opposed to the more rural western areas
- Overall strategy will have an irreversible impact on the region. West Oxfordshire is primarily a rural area and the strategy will transform it into a suburb of Oxford.

- There should be no building on green belt sites
- One response suggested that in order to keep commuting down, and given the bad road and public transport networks in West Oxfordshire, it might be better to develop smaller communities where superfluous farmland could be used for building. These could be developed with better facilities like shops and primary schools; reducing the need to travel into the main towns for day-to-day purchases etc

Housing –

- Suitable housing for older people near to services must be provided for
- 3 responses stated that the Core Strategy should allow new small-holdings to be established. One option is to include the option for small-holdings to be allocated as 'rural exceptions'
- Affordable housing – should favour local people with local jobs, but also incomers working in key areas such as health and education
- Housing strategy needs to be more robust in applying pressure on developers to supply over 50% of affordable homes within development and to release land for affordable homes as exception sites and allocated sites
- Housing allocations must be based on proper predictive models of transport infrastructure
- Difficult to know whether the housing allocations are soundly based and what the implications are for, as an example, another 800 houses in the Eynsham-Woodstock area
- Concern over the size of rooms and gardens in new housing developments
- Large housing estates lack variety despite developer efforts to create a 'village' feel
- Quality of the built environment in recent estates is poor. More creative, more human friendly and smaller developments should be sought
- Affordable housing does not have to come in the form of one or two bedroom houses; three storey buildings providing flats would be just as appropriate, especially due to the increase in single person households
- All developments, however small, should contribute to the affordable housing fund, but affordable housing needs to be provided on all sites
- Housing development may have a negative impact on tourism in West Oxfordshire

Economy and Town Centres -

- Is it realistic to allocate land for further retail development when there are several vacant units in the Marriotts Walk complex?
- Further work needs to be done to identify town centre sites for development and this needs to be kept under review
- Desire to see a range of retail outlets, not just supermarkets
- Support commitment to sustainable growth and support the 'town centre first approach' and the commitment to maintaining and developing the vibrancy of existing town centres and the policy that new shopping development will be located in or adjacent to town centres.
- Some modest development in the secondary service towns should be encouraged
- There appears to be no study carried out on what jobs are available for the current population, let alone for new houses being proposed
- Improvements to infrastructure (roads and/or rail) will be key to attracting businesses to the District

- Witney town centre has reached a critical mass and further expansion should be undertaken with caution
- New shopping developments should be limited and of a sustainable scale

Transport –

- Concerns over the links between Oxford and Witney were highlighted by a number of the responses; referring to the need to improve connectivity through better public transport and improved cycleway provision
- Document does not refer to rail provision
- Reinstatement of the Carterton-Witney-Oxford railway would have a positive impact on congestion on the A40 and reduce carbon emissions from commuter traffic
- Evidence from other parts of the UK shows that increasing road capacity to solve congestion results in an increase in traffic which soon cancels out the initial improvement in flow
- There is a need for supporting local bus services to help reduce congestion along the A40, A34 and B4449
- Better provision of safe cycle routes would result in a large increase in bicycle use. Strategy should include a commitment to start building a comprehensive network of cycle paths in the district
- Many rural villages have appalling bus services – this needs to be improved
- Park and Ride car parks served by frequent buses could be positioned much further out than the existing ones in Oxford
- Restrict parking on industrial estates
- Restrict parking near schools and increase the use of school buses
- Housing distribution should be based on proper predictive models of transport infrastructure
- Monitoring of air quality, particularly NOx and diesel particulates, should be maintained in village centres including Bladon where footways are close to continuous heavy traffic
- A proper free-flowing junction between A40 and A34 is absolutely crucial to relief of villages to the north west of Oxford. At present backing-up from the Woodstock Road and Pear Tree roundabouts causes rat-running through Bladon and Cassington and inappropriate traffic flows on Lower Road and Burleigh Road between A40 and A4095. Downgrading of A4095 scheduled in LTP3 (RA3) should bring some improvement, and will allow weight limits which are necessary for safe walking and cycling in Bladon village centre.
- Strategy does not address the transport issues that West Oxfordshire faces in terms of, for example, congestion on the A40 and how modal shift will be achieved
- A much firmer approach to allowing safe cycling and walking is needed, and more emphasis on train/bus/cycling links. The cycle route planned along A4095 between the A44 junction and Witney, but only half-completed should now be finished, to allow safe walking and cycling to Hanborough train station.
- Too much emphasis on accommodating use of the car – rural dimension should not be used as an excuse.
- More detail as to how car usage will be reduced and how opportunities for walking and public transport will be promoted
- Transport plan which goes alongside such a large increase in population is so vague and inadequate: strategy required to show how the centres of Witney/Carterton and Oxford/Swindon are going to be linked effectively; no sensible strategy for linking Witney east, centre and west; strategy does not encourage people out of their cars – no out of town parking facilities, no decent transport links to Oxford, Swindon or Abingdon. Need for a tram link

- Public subsidy required for public transport, plus more publicity for what is available (e.g. bus stops and timetables)
- Need smoother interchanges, fewer mini-roundabouts and safe places for pedestrians to cross
- Delivery of the preferred approach for transport and movement is key. Improvements in transport infrastructure must keep pace with residential developments to avoid further congestion and environmental damage.
- Insufficient attention given to promoting the Cotswold rail line. More could be done to promote train services to Didcot, and to ensure that timetables are developed to provide sensible services that offer a realistic alternative to the car. As an example, a shuttle-bus service from Witney to Long Hanborough, for services to Didcot station could be considered. This would provide an alternative to driving to Long Hanborough station and the need to increase car parking there.
- Increasing numbers of people are commuting to Swindon, to which there is currently little or no public transport
- Use of the private car is cheaper than public transport – bus fares should be subsidised
- Rail is a 'green' form of transport and will remove cars from the A40

Infrastructure –

- No details in the plan in relation to infrastructure provision of schools and medical facilities
- Provision should be made to safeguard existing customer's gas supplies
- Provision should be made to store more water or construct a national grid system for water distribution to safeguard supplies during any drought conditions before adding to demand.
- Differing views on various methods of generating future electricity may hinder supplies to existing customers
- Consideration should be given to the capabilities of existing sewage disposal arrangements before overloading
- There is a need to accommodate further and higher education requirements, particularly within Witney
- Any further development must deliver the necessary infrastructure for the housing

Environment and Climate Change –

- Overall, comments in relation to the preferred approach to renewable energy and sustainable design were in support; in many cases highlighting how standards could go further
- But one response felt the challenges of climate change have not been robustly addressed in the strategy
- 2 responses stated that homes must be built to at least level 5 of the Code for Sustainable Homes to prevent builders rushing in with applications before standards rise. This should be enforceable as soon as the Core Strategy is adopted
- One response considered that new buildings must be designed and built to Code Level 6 today, where insulation and energy systems are concerned. The response felt the current time frame for implementation is too long
- Include design standards that encourage insulation to be included to a level where heating is almost not required. Development off Park Close, Bladon provided as an example
- Biomass is good for farmers, but is not efficient in either cost or carbon generation

- CHP forces power stations to discharge heat into a warm environment, instead of a cooling tower or a river or the sea. This reduces efficiency
- Great potential within the rural environment, even without wind power, both on farms and within rural communities to support renewable energy
- Mention could be made of the recent new deals on feed-in tariffs to renewable micro-energy generators and encouragement given to householders and others who wish to take up the initiatives
- More houses generally means less ground to soak up surface water which will increase the likelihood of flooding. The Aquarius housing site was built high enough to cope with known flooding but yet some of these flooded in 2007.
- One response stated that they firmly believe that the Cogges link road will increase flooding risk.
- Constructing the Cogges Link Road across land designated as Flood Zones 2 and 3 is contrary to the Natural Resources section which states flood risk will be minimised by avoiding construction in Flood Zones 2 and 3.
- The special nature of West Oxfordshire needs to be protected and not eroded. Competing demands in the strategy may compromise this unless a robust stance is taken to prevent urban sprawl.
- The strategy seems to imply that sustainable development requires minimal investment in roads. This is not true. Sustainable transport plans include improving the road network so that businesses can move their supplies and goods appropriately, without the need for employees to commute. The road network is at saturation point and there can therefore be no meaningful sustainable development without improving the road network
- Wind turbines, small and large are not appropriate near to housing because of noise and other impacts. However, they can provide a useful source of energy if remotely located. Pressure must be put on developers to use the best possible environmental standards (not just exceeding the minimum as proposed)
- Need to consider impact of peak oil and gas and include measures to address the issue. Likely to have major impacts over the coming decades on people living in West Oxfordshire and could be on the same scale as those predicted for climate change. Over the lifetime of the Core Strategy it is likely that oil and natural gas production will begin to decline significantly leading to increased prices for petrol, diesel, gas and electricity – Core Strategy should address how people and organisations will cope with this; will be a particular problem for groups such as pensioners on fixed pensions and families with low incomes. Underlies the need to build homes which lose a minimum of heat, use energy efficiently, generate their own heat and power
- More detail required as to how the Core Strategy will protect the quality and diversity of the natural environment. Would like to see more detail as to how this will be achieved and how the environmental impact will be kept to a minimum.
- No area that has a flood risk should be used for building
- More needs to be done to look at improving the environmental impact of the existing dwellings and industrial sites. Concentrating largely on the environmental credentials of the new developments will not resolve the existing problems which cause local residents a great deal of concern.
- Consideration should be given to using the latest technology in dealing with domestic rainwater to reduce possible flooding potential; also other surface water disposal will require adequate drainage systems; well maintained waterways and other ancillaries e.g. tidal flaps to stream/river outfalls etc
- Mineral extraction in the area adjacent to Bampton should be resisted as there is a totally inadequate local road structure with an environmental weight limit on Buckland Road and Aston Road and the Thames crossing at Tadpole Bridge to access the A420 would be a further impediment

Rural Areas –

- More explicit plan needed for biodiversity restoration.
- More detail on public rights of way including rural footpaths is required
- A more innovative approach is needed to allow greater development within rural communities to make sure that they remain sustainable and to improve affordability.
- Development in rural areas needs to be very carefully controlled and limited. One response agreed with position of Ascott under Wychwood within “other villages and hamlets”. They also noted that the risk of flooding continues to present a severe risk in Ascott under Wychwood. Lack of services such as education, healthcare and transport are a substantial inhibitor to development in Ascott under Wychwood. Recent issues such as snow act as a timely reminder that rural villages become isolated and present a formidable challenge to local services during severe weather.
- The District should consider encouraging the co-location of community and retail facilities. This could include locating post office within pubs, or libraries within schools, to help the viability of such services in rural towns and villages
- One response questioned whether the effect of increasing the population of some of the medium-sized villages has been analysed, suggesting modest development in some villages would make village shops and bus routes more economically viable

Annex A

List of organisations responding to the consultation

The full responses are available to view/download on the Council's consultation website - <http://planningconsultation.westoxon.gov.uk>

- Abingdon and Witney College
- Alvescot Parish Council
- Ascot under Wychwood Parish Council
- Aston, Cote, Shifford and Chimney Parish Council
- Bampton Environmental Watch Group
- Bampton Parish Council
- Barton Willmore on behalf of:
 - Archstone Land Limited – land at Chadlington Downs Farm, Chipping Norton (Michael Knott)
 - David Wilson Homes – north east Carterton (Davina Bowes)
 - J A Pye Ltd and the Bleinheim estate (Neville Surtees)
 - J A Pyes Estates Ltd (Neville Surtees)
 - Oxfordshire Land – West Witney (Dr N Bather)
- BBOWT – Rebecca Micklem
- Berry Morris on behalf of Peashell Farm, Curbridge
- Black Bourton Parish Council
- Bladon Parish Council
- BNP Paribas Real Estate on behalf of:
 - Eton College – Barnes Close and Heath Cottage Farm
 - Royal Mail
- Brize Norton Parish Council
- Brize Norton Primary School
- Burford Road, Brize Norton Neighbourhood Watch Group
- Carter Jonas on behalf of:
 - East Witney Land Consortium (M Robinson)
 - Vanbrugh Unit Trust (Amy Hallam)
- Carterton and District Chamber of Commerce
- Carterton Fast Forward
- Carterton Youth Council
- Carterton Town Council
- Chadlington Parish Council
- Charlbury Town Council
- Chipping Norton Town Council
- Churchill and Sarsden Parish Council
- Clanfield Parish Council
- Cluttons (Nigel Abbott) – on behalf of All Souls College
- Cotswolds Conservation Board
- CPRE West Oxfordshire
- Crawley Parish Council
- Curbridge and Lew Parish Council
- Diocese of Oxford – Bishop of Dorchester
- Ducklington Parish Council
- Drivers Jonas Deloitte on behalf of Universities Superannuation Scheme (USS) Limited
- Easy Riders Cycling Group – Dave Wallace
- English Heritage

- Environment Agency
- Filkins and Broughton Poggs Parish Council
- Freeland Parish Council
- Friends, Families and Travellers and Traveller Reform Project
- Gerald Eve on behalf of Action for Children
- Government Office for the South East (GOSE)
- Hailey Parish Council
- Hailey Parish Action Consultation Team (PACT)
- Hanborough Parish Council
- Highways Agency
- Hives Planning on behalf of the Oxford Diocesan Board of Finance
- Indigo Planning on behalf of First Investments
- JPPC (Andrew Eaton) – land within Tackley (ref 243) site representations
- JPPC (Nik Lyzba)
- Kemp and Kemp – Land West of Eynsham
- Langford Parish Council
- Little Tew Parish Council
- Mark Chattoe on behalf of Lomond Holdings Ltd
- Martin Overbury (Overbury Planning Consultancy) – Land north of Carterton
- Minster Lovell Parish Council
- MOD Defence Estates
- MOD Defence Estates Operations North
- Moore Allen and Innocent LLP on behalf of RJ Mawle, Rectory Farm, Alvescot
- Natural England
- National Farmers Union South East Region
- National Grid
- North Leigh Parish Council
- Oxfordshire County Council
- Oxfordshire Countryside Access Forum
- Oxfordshire Rural Community Council
- Pegasus Planning – Land owners at West Carterton
- Ramsden Parish Council
- Richard Holmes Property Consultants Mr R Holmes on behalf of Midcounties Co-operative Society Ltd
- RPS on behalf of:
 - Banner Homes Group – Chipping Norton (RPS S Gamage)
 - North Witney Consortium (RPS Simon Fitton)
 - Mr Beechener – Minster Lovell, site 195 (RPS Mr Andy Bateson)
 - Thames Valley Police Authority (RPS Group V Trotman)
 - Costco Wholesale UK Ltd (Maire Mckeogh)
- Satnam Planning Services Limited
- Savills on behalf of:
 - Christ Church College – east Carterton (Savills – Mr Roger Smith)
 - J P Reeve Garden and Estate Machinery (site 290, Chipping Norton) (Savills Jason Hill)
 - Land south of Milton Road, Shipton under Wychwood (Savills Jason Hill)
 - Sharba Homes Ltd and Cottsway Housing Association – West End Farm, Chipping Norton (Savills Mr Rob Linnell)
 - Willstow Development Ltd – land at Chipping Norton (Savills Mr Rob Linnell)
 - Corpus Christie College – land south of Long Hanborough (Savills – David Jackson)
- Shilton Parish Council

- Smiths Gore on behalf of owners of land at:
 - Long Hanborough
 - High Street, Standlake
 - Malthouse Farm Brighthampton and Standlake
 - Eynsham North
 - Cote Road, Aston
 - Minster Lovell
 - Wootton by Woodstock
 - Balliol Farm, Tackley
- Society for the Preservation of Bampton
- South East England Partnership Board
- South Leigh Parish Council
- Spelsbury Parish Council
- SSE Power Distribution
- Stephen Bowley Planning Consultancy on behalf of Burford Quarry and Pavestone UK Ltd
- Steven Abbott Associates LLP on behalf of Noble Foods Limited
- Strutt and Parker on behalf of Church Commissioners for England
- Sustainable Witney
- Tackley Parish Council
- Thames Water Property Services
- The ACE children's centre
- The Coal Authority
- The Eynsham Society
- Theatres Trust
- The Wychwood Project
- Tourism South East Mr Daniel Humphries
- Traffic Observation New Yatt (TONY)
- Transition Chipping Norton
- Transition Eynsham area
- Turley Associates on behalf of Sainsburys (for both Carterton and Chipping Norton)
- Vale Council
- West Waddy on behalf of:
 - Land owners at West Carterton (West Waddy ADP)
 - Mr J Hook – land in Bampton (West Waddy ADP Mr Stephen Pickles)
- Witney Town Council
- Wood Green School and the Henry Box School
- Woodstock Action Group
- Woodstock Town Council