

## **West Oxfordshire District Council Core Strategy Preferred Approach Summary of Consultation Response from Organisations**

This is a brief summary only of the consultation responses received. The full response can be viewed on the Council's website

<http://planningconsultation.westoxon.gov.uk/consult.ti/CSPreferredApproach/questionnaireVotes?qid=1006211>

### **Abingdon and Witney College**

- Comments in relation to proposed growth in employment
- Wish to contribute to Oxfordshire's overall economic growth targets – propose approach to enable this
- Propose change to section 5.18 to contain specific reference to the future potential skills gap a changing rural economy may face – comments provided in relation to this

### **Alvescot Parish Council**

- Concerns with regard to the proposed development to the west of Carterton; looking at loss of rural land, limited amenities and service provision, traffic issues and flooding
- Propose developing further housing on existing sites within the town

### **Ascott under Wychwood Parish Council**

- Vital to maintain the integrity and appearance of rural villages
- Further work needed to identify town centre sites for development
- Need to reduce journeys to work and use of facilities
- Infrastructure needs to be funded and in place before development commences. Populations should be placed where reliance on the car is lower
- Special character of the area needs to be protected. Competing demands may affect this
- Agree with the preferred approach for Witney. More opportunities should be sought within the existing developed area (this point was also expressed for Carterton and Chipping Norton)
- Agree with position of Ascott under Wychwood within the Strategy. A variety of comments are made in relation to facilities and circumstances in the village

### **Aston, Cote, Shifford and Chimney Parish Council**

- Support West Oxfordshire District Council's proposed direction for planning in the district

### **Bampton Environmental Watch Group**

- Rail provision between Carterton, Witney and Oxford
- Dual carriageway along the A40
- Improved cycle provision
- Comments on preferred strategy for Witney (infrastructure, transport and flooding issues plus environmental concerns about the Cogges Link Road) and for Carterton (insufficient infrastructure and concerns of flooding downstream)

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- Rural areas – expansion of mineral extraction must pay particular attention to the lack of supporting transport infrastructure. Erosion of agricultural land should be avoided due to increased need for home produced food

**Bampton Parish Council**

- What evidence is there to support the development of 7,300 new houses
- Improved public transport accessibility in rural areas
- Importance of high efficiency housing, reduced travel and access to good public transport
- Support for development to the north of Carterton, subject to flood alleviation measures
- Expansion of mineral extraction must pay particular attention to lack of supporting transport infrastructure and the impact works and transport will have on rural villages
- Concerned how 300 houses proposed for the Upper Thames Valley can be achieved

**Barton Willmore** on behalf of:

- **Archstone Land Limited**– Land at Chadlington Downs Farm, Chipping Norton (Michael Knott)
  - Comments on the vision and objectives, particularly with regard to strengthening Chipping Norton’s role as the main rural service centre in the northern part of the district
  - Refer to the preferred strategy for Chipping Norton. Level of housing proposed should be referred to as a minimum. Council should seek to secure delivery of higher levels of housing where sustainable opportunities can be identified
  - Comments on the preferred strategy for Chipping Norton. Policy should seek to conserve and enhance the town’s landscape setting.
  - Promoting land to the south of Chipping Norton off Walterbush Road for new housing.
- **David Wilson Homes** – North East Carterton (Davina Bowe)
  - Promoting the development of a 22.61 ha site north of the existing Local Plan allocation site at Carterton off Swinbrook Road.
  - Core Strategy fails to fully consider development north of Carterton as a strategic option for development. Extensive comments on the Sustainability Appraisal in relation to discounting the north of Carterton as a strategic option for development
  - Little correlation between the Sustainability Appraisal and Preferred Approach to strategic development sites
  - Overall Strategy and Housing – Minster Lovell should be given priority in meeting the proportionate need within smaller self-contained settlements for the 3000 new homes in the Witney area
  - Meeting specific housing needs – 60% of all new homes with 3 or less bedrooms is inappropriate. Housing mix should be agreed on a site by site basis

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- Preferred approach to affordable housing is contrary to regional and national policy – target of 35% affordable housing should be sought in Carterton
  - Infrastructure provision – planning obligations should not be used to resolve existing deficiencies in infrastructure provision which adversely impact upon the quality of life
  - Support the promotion of sustainable design and construction
  - Target of at least code level 4 on large strategic development sites is contrary to national targets (assuming the Core Strategy is adopted before 2013). Revised wording proposed
  - Comments and amendments to the Preferred Strategy for Carterton
- **J A Pye Ltd and the Blenheim estate** (Neville Surtees)
    - Consider a specific policy for the World Heritage Site should be included in the Core Strategy. Policy wording suggested
    - Housing distribution should be increased across the District
    - Provision proposed for the Woodstock and Long Hanborough area should be increased. Council should look at opportunities for increasing housing delivery above level currently proposed
    - Promoting land in Long Hanborough and Woodstock
    - Affordable housing is too detailed. Provision should be negotiated on a scheme by scheme basis
  - **J A Pye Estates Ltd** (Neville Surtees)
    - Housing distribution should be increased across the District
    - Increased provision across the rest of the Central Oxfordshire region, including Eynsham
    - Promoting land for housing in Eynsham
    - Affordable housing policy is too detailed. Provision should be negotiated on a scheme by scheme basis
  - **Oxfordshire Land - West Witney** (Dr N Bather)
    - Comments on the vision and objectives with regards to Witney
    - Viability of affordable housing provision
    - Housing mix – need for a large properties (for than 3 bedrooms) – delete reference to 60% of housing containing less than 3 bedrooms
    - Support for the preferred strategy for Witney, in particular the land to the west of Witney
    - Affordable housing requirement too high – should be lowered to 35%
    - Support for approach to transport and movement – environmental benefits from improved highways could be reinforced (air quality and safety improvements)
    - Comments on reference to transport schemes
    - West Witney Strategic Development Area – propose amendment to paragraph on land safeguarded for transport schemes

**BBOWT**

- Comments on use of the term Conservation Target Area over Biodiversity Target Area

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- Mention Oxford Meadows SAC in the document
- Include aim to work towards Accessible Natural Greenspace Standard (ANGSt)
- Recognition of the role of the natural environment in aiding climate change mitigation and adaptation
- Renewable energy - comments on biodiversity designations
- Public realm and green space - support need for a comprehensive study of current green spaces in West Oxfordshire
- Biodiversity – concerns over preferred approach in relation to Conservation Target Areas and local policy on biodiversity protection
- Delivery mechanism for biodiversity enhancements and green infrastructure needs to be identified
- Comments on inclusion of BBOWT's Living Landscape Project at Chimney
- Strategic development sites – comments in relation to Witney, Carterton and Chipping Norton
- Rural Areas: protecting and enhancing the distinctive environment - any new areas for extraction must include a comprehensive sustainable plan for mineral working and its afteruse. Suggest that it is highlighted that any such proposals would need to be subject to a thorough assessment of any potential direct or indirect impacts on biodiversity.
- HRA – needs to be added to as the Core Strategy develops

### **Berry Morris on behalf of Peashell Farm, Curbridge**

- Promote land at Peashell Farm, Curbridge for future development as part of the development at North Curbridge

### **Black Bourton Parish Council**

- Comments focus on the Carterton Preferred Strategy, in particular any development to the west of Carterton
- Concerns over the infrastructure: roads, drainage, and potential flooding
- Limited local employment opportunities for new residents
- Local road network will need improving, particularly due to the pressures of commuting
- Lack of shopping facilities in Carterton. Present development seems to only expand the supermarket presence
- Carterton requires a cemetery, rather than using the one in Black Bourton
- Question arrangements for secondary education provision
- Expansion of Carterton and RAF Brize Norton placing a strain on the local area
- Limitations should be placed on development of housing estates to be more in keeping with the economy of the area, infrastructure, jobs etc

### **Bladon Parish Council**

- Co-operation between transport planners from all authorities required to avoid unacceptable increases in traffic levels through villages to the east of Witney
- No mention of air quality issues on the A4095 through Bladon
- 800 homes identified for Woodstock, Hanborough and Eynsham will significantly increase the level of traffic. Particular concerns over traffic through Bladon

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- Congestion on the A40 and A44 must be addressed. Dual carriageways required on the A40. Development to the west of Witney will raise traffic levels on the A40 – will increase use of A4095 as a rat run
- Suggested measures to encourage the use of public transport – additional parking at Hanborough Station, repairs and improvements to the footpath between Bladon and Hanborough station, completion of the cycle path between Hanborough and Bladon, and a improved rail network

### **BNP Paribas Real Estate** on behalf of:

- **Eton College** - Barnes Close and Heath Cottage Farm
  - Series of representations promoting Eton College's landholding at Barnes Close, Witney and Heath Cottage Farm, Middle Barton. Comments focus on the preferred spatial strategy for housing; Preferred Approach: Strategic Development Sites; Vision and Preferred Strategy for Witney and the Vision and Preferred Strategy for Rural Areas.
  - Representations seek changes to enable land proposed to be considered for future housing development
- **Royal Mail**
  - Representations in relation to ensuring that if any of the properties surrounding Royal Mail's sites be developed, that the uses are designed and managed so that they are both cognisant of and sensitive to Royal Mail's operations.
  - Particular reference made to the Royal Mail delivery office in Carterton

### **Brize Norton Parish Council**

- Comments focusing on development to the east of Carterton and the subsequent potential impacts on Brize Norton village
- Concerns noted are: Coalescence of Brize Norton village with Carterton; reference to Brize Norton as a historic village included in the Domesday book; loss of a buffer zone between Carterton and Brize Norton (identified in the current Local Plan); impact on local roads and increased commuter traffic; insufficient local employment opportunities; Carterton Town Centre will not be able to compete with retail offer in other local centres; insufficient education provision for an influx of new residents; concern over the number of, build quality and density of affordable housing; impact on wildlife from building on greenfield sites; housing development will exceed the total required for both the district and Carterton; and flooding issues.

### **Brize Norton Primary School**

- The school is currently oversubscribed
- Building of further housing will exacerbate the problem

### **Burford Road, Brize Norton Neighbourhood Watch Group**

- Oppose development to the east of Carterton
- Reasons given are: the impact on surrounding villages; higher risk of flooding; rural roads not built to cope with high levels of traffic; the South East Plan identifies a higher need for affordable housing within the central Oxfordshire

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sub-region e.g. Witney; Carterton should be consolidating following recent expansions and looking to improve the town centre; Carterton acts as a dormitory town for commuters; employment units in the town remain vacant; Brize Norton's character, identified in the Domesday Book, will be lost; development to the east would be out of character; historic character and distinctive rural environment needs to be protected and enhanced; 1,000 houses is an inappropriate scale for a rural context;

- Discussion of the options for expansion – response acknowledges constraints on all sites, noting the west is the least worst option.

### **Cartier Jonas** on behalf of:

- **East Witney Land Consortium** (M Robinson)
  - Responses submitted promoting development of land to the east of Witney for residential development and a sustainable business park
  - A promotional leaflet in support of the business park was also submitted
- **Vanbrugh Unit Trust** (Amy Hallam)
  - Response supporting the promotion of land owned by the Vanbrugh Unit Trust within Woodstock, Long Hanborough, Bladon and Wootton

### **Carterton and District Chamber of Commerce**

- Preference for development to the west of Carterton and second choice to the east
- Feel new site could be a benefit to the town, particularly in terms of retail
- A population threshold of 20,000 is required to encourage new retailers to come to Carterton
- Interested to know what industrial opportunities may arise from development – more jobs would be beneficial to go alongside housing development

### **Carterton Fast Forward**

- Welcome more positive attitude in the document to growth of Carterton
- Feedback of the four options for growth in Carterton from consultation events organised with the Youth Council, Chamber of Trade and U3A along with sessions at the Youth Centre at Allendale House:
- Events identified general support for further growth with the north option least favoured and the east more favoured.
- Stakeholder event responses expressed surprise at the inclusion of the west option and a lack of knowledge of how it could be developed in practice

### **Carterton Youth Council**

- Feedback from discussions at the Carterton Youth Council provided
- Options for Carterton were discussed; with issues including impact on the landscape, transport and jobs considered as part of the assessment of each site.
- A series of advantages and disadvantages of each option has been submitted – these showed the north option as the least popular, with the east and west having the least amount of negative feedback. The East option gained the most positive response through the exercise

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**Carterton Town Council**

- Support the growth of Carterton
- Decision on preferred option for growth should be delayed until detailed consideration of all options has been considered
- Town Council are employing consultants to draw up a strategy supporting the sustainable growth of Carterton. An adopted strategy is expected by June
- Comments attached which were submitted as part of the Core Strategy Interim Position Statement consultation.

**Chadlington Parish Council**

- SI06 agreements should be used to secure improvements to local services and infrastructure
- The Council needs to help Oxfordshire County Council with recycling by allocating suitable sites – example of Dean’s Pit being used highlighted as bad practice
- Demand for allotments grows with no further supply. Suggest this should be remedied
- Chipping Norton Preferred Strategy – needs to be provision for recycling and additional education provision to accommodate additional housing
- Segment to the east of Chipping Norton, outside the AONB, identified as a potential development site must make provision for recycling facilities

**Charlbury Town Council**

- A series of locally specific comments in relation to services, facilities and development in Charlbury were submitted

**Chipping Norton Town Council**

- Designation of Chipping Norton in the Core Strategy is in line with the 2003 Chipping Norton Town Appraisal
- Chipping Norton must aim to achieve a figure of at least 50% of townspeople working within the town
- Level of housing is slightly more than modest growth desired, but may be necessary to retain current level of services and facilities, as well as help increase them
- Eastern boundary for proposed development must remain as currently drawn for the period to 2026
- Large need for affordable housing for young people to be retained
- Crucial need for employment to accompany more houses.
- Parker Knoll site must be retained for future commercial and industrial development, not retail. Concern this site may be under negotiation for a supermarket. The Town Council request they are placed fully in the picture about potential developments and decisions on the site
- Town Centre most suitable for extension of retail development. Welcome the inclusion of the burgage plots for this purpose
- Need for development of retail opportunities alongside new housing to prevent further traffic pressure on the town centre
- Mixed development for the Castle View and Hospital site in Spring Street is crucial

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- Viable public transport system required. Various methods and solutions for this provided in the response, including the diversion of HGV lorries from the town centre
- Need for co-ordinated planning with the Local Education Authority to create a coherent provision of under 5's and after-school education between three primary schools, the ACE Centre and voluntary and private playschool providers
- Wish to see 'lean, clean and green' approaches to energy in all new houses and buildings in Chipping Norton

### **Churchill and Sarsden Parish Council**

- Classification of Churchill as being "suitable for limited new housing and supporting development which would help maintain the vitality of these communities" (Para.4.7 Table A) is contrary to the current classification which is limited to infilling and the conversion of appropriate existing buildings
- Churchill does not require new housing development to ensure its continued vitality
- Chipping Norton Preferred Strategy – Support identification in the Strategy as a District Service Centre. Strategy makes no provision for investment in transport infrastructure. Firmer measures are required to help remove some of the traffic movements through the town centre; otherwise the environmental quality of the town centre will otherwise continue to be poor.
- Recommend a southerly extension to the strategic area towards Charlbury Road and the construction of a new road, providing a link from London Road to Banbury Road.
- Speed limit on the A44 through the town centre should be reduced to 20mph
- Strategy must set out how change will be phased

### **Clanfield Parish Council**

- Comments in relation to the proposed development at Carterton
- Should not be carried out to the detriment of surrounding villages; large growth will damage the rural atmosphere; 1000 houses is too large scale a development, resulting in traffic/road concerns, increased noise and light pollution and a strain on education provision; growth of Brize Norton airfield a concern; possible gravel extraction an extra burden on the area; area sensitive to flooding; current developments in Carterton (e.g. Shilton Park) must be completed first.

### **Cluttons (Nigel Abbott) – on behalf of All Souls College**

- Promoting the existing cricket ground at Newland for inclusion in the SHLAA, as well as a replacement cricket ground on land located to the north of Mill Street and south of West End.
- Object to the Preferred Approach to Sport and Recreation, in particular the statement that all existing sport and recreation facilities are to be protected. Policy requires flexibility to allow for relocation of facilities where this is appropriate. Revised wording to reflect this is proposed.

### **Cotswolds Conservation Board**

- Landscape policy should include reference to Policy C3 of the South East Plan which includes the need to have regard to the setting of AONBs.

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- Cotswold Conservation Board Position Statements on Affordable Housing, Biodiversity Planning, Housing and Development, Renewable Energy and Tranquillity are appended to the response.

### **CPRE West Oxfordshire**

- RSS housing target for West Oxfordshire is a matter of debate
- Issues and Challenges – should include reference to the constraints on the transport network in the areas to the south and west of Witney, including Carterton
- Vision and Objectives – building of 7,300 homes constitutes significant change to the district. The Strategy should reflect this
- Development of more housing, shops, services, roads, leisure and community facilities will erode the rural nature of the environment, contrary to maintaining the distinctive rural characteristics of the area
- No guarantee that required infrastructure will be forthcoming
- Hierarchy of settlements – further development in Witney is likely to put severe strain on local infrastructure. If most of the urban improvements are targeted at the town centre, the residents of any area of new housing in the west or north of the town will be some distance from those facilities. A high proportion of new residents will commute out of Witney, aggravating traffic problems, particularly along the A40
- SE plan division of district in to two areas is misleading as the two largest settlements – Witney and Carterton – are close together
- Concerns over impact of increase in RAF Brize Norton personnel – ignored in breakdown of 4,500 houses allocation for Carterton and Witney: the impact on the distinctiveness of the two settlements; the road infrastructure and provision of public transport
- Carterton – impact on local infrastructure; landscape to the east (high plateau) will result in a highly intrusive development. Rural character of the western side would be compromised by urban development on the scale envisaged
- Witney – further development to the north is likely to increase the risk of flooding; town centre difficult to access without provision of the West End link and fairly remote from local services. North Curbridge has better access to the road network but is also remote from the town centre. Choice of site will require adequate local services and facilities
- Provision of 60% of future housing stock of less than three bedrooms is at variance with planning for lifetime homes
- Document thin on how smart growth will be achieved
- Target of providing 3,200 new jobs in West Oxfordshire assumes people will take jobs near where they live. Assumption behind this is unclear
- Large vehicles on rural road network as part of development of industrial estates on the edges of rural settlements is a major concern
- Increase in RAF personnel is ignored in the document, but will have a significant impact on the area
- Emphasis on development conflicts with document noting importance of tourism (in terms of the countryside and historic built environment)
- Disagree with the usefulness of the Cogges Link Road

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- Need to find a solution to the congestion and poor air quality in the town centres of Witney and Chipping Norton
- Public transport improvements required
- Free parking provision encourages car usage and should be rationed
- Rail link provision between Oxford and Witney should be reopened
- Sustainable Design and Construction - question whether the Council has the authority to enforce higher environmental standards in construction than stipulated by central government.
- Stronger local policies required for ensuring old buildings, particularly within the AONB or a conservation area, are protected when increasing the energy efficiency of the existing housing stock
- Not enough discussion of the conservation and protection of the landscape, in light of proposals for large scale development over the plan period
- Aim of preserving key features and integrating new development falls far short of conserving and protecting the landscape as a whole
- Cogges link road will have a major impact on an important area of green space and will cause congestion problems elsewhere in the town
- Support West End link road and the Shores Green interchange, before development takes place
- West Witney – will have a significant impact on the overall pattern of settlement and economic activity in the town. Those living on the western fringe with minimal shopping and entertainment facilities might find it easier to drive to Carterton than use Witney centre
- North Witney – concerns over flooding and inadequate transport infrastructure. Major engineering studies will need to be carried out to establish the cost and feasibility of both flooding and transport solutions.
- Carterton – development will pose further constraints on the traffic network, particularly from commuters to Oxford via the A40. Development to the east of Carterton will erase the boundary between the town and village of Brize Norton; increase pressure on local roads and increases the risk of flooding. Development to the west would extend into open countryside and cause traffic problems on the roads through the villages of Shilton and Alvescot
- Wish to see a commitment to ensuring the settlements of Witney and Carterton remain distinct with protection afforded to a buffer zone between the Downs Road/A40 junction and Brize Norton village.
- Expansion of RAF Brize Norton might provide an opportunity to look at the feasibility of a rail link between Carterton and Oxford via Witney
- Not clear what powers the Council has to protect rural business and services
- The Council should be robust in representing the interests of the local community to Oxfordshire County Council with regards to the impact of mineral working

### **Crawley Parish Council**

- Concern in relation to: a failure to prioritise a northern/western river crossing and by-pass plus commuter traffic passing through Crawley, including heavy lorries
- Proposes an alternative route for the West End Link Road to mirror Deer Park Road to the south west of Witney

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- Road infrastructure not addressed sufficiently in the Strategy
- West Witney – object to no priority for traffic arriving from the north being taken into account in the development of the site
- The north Witney option has not been properly considered as an appropriate option to fund the West End Link Road

### **Curbridge and Lew Parish Council**

- Request confirmation that development at North Curbridge will not further exacerbate existing flooding problems
- Once the Downs Road junction is complete, traffic in Well Lane, Curbridge will need to be monitored to ensure it does not become a rat-run to the A40

### **Diocese of Oxford – Bishop of Dorchester**

- Core Strategy should refer to the important role of churches and other places of worship both in building and sustaining communities and in meeting the spiritual needs of local people.
- Document should acknowledge that church buildings are a significant part of the public space in towns and villages and are not just places for worship.
- Recognise that church buildings are undergoing transformation to be used for community events
- Provision should be made for church provision both in west Witney and Carterton, that can be linked with a number of community activities

### **Ducklington Parish Council**

- Concern over the ability of roads in Witney to cope with further expansion for example the junction at Station Lane and Ducklington Lane – improvements here must be considered before Witney experiences further expansion, particularly to the west of Witney
- Downs Road junction should be built four-way as this will achieve the best improvement to traffic flows

### **Drivers Jonas Deloitte on behalf of Universities Superannuation Scheme (USS) Limited**

- Representations on behalf of the landowners of the Woolgate Centre, Witney.
- Require Council to continue to promote the site as a key retail centre to continue to encourage investment to the centre
- Hierarchy of centres definition for Witney is confusing - a variety of references are used throughout the Core Strategy and supporting documents. Propose an amended and consistent hierarchy for inclusion in the Strategy
- Housing – evidence base to support allocations of housing is unclear, and contrary to the hierarchy of towns. Suggest wording amendment to direct new housing to Witney in the first instance
- Unclear as to the specific background assessments that brought forward the strategic sites for development. The Core Strategy should contain a range of sites for public comment before final site decisions are made
- Support allocation of a 10ha employment site at west Witney
- Concerned at identification of land at Welch Way, Witney for new shopping development – object on the basis of no justification as per the requirements of

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PPS4. Object to the dismissal of the Woolgate Centre and car park for future retail development. A series of comments have been provided in relation to these two concerns

- Support preferred approach to transport and movement – approach will encourage use of town centres
- Support preferred approach to Climate Change and Sustainable Design and Construction. Suggested alternative wording so that the requirements only relate to new developments
- Object to bullet point 10 of the Preferred Vision for Witney (retail development south of Welch Way)
- Support the Council's request for any local retail provided outside the town centres to demonstrate that it is suitable for the location and will not compete with Witney as the main location for retail

### **Easy Riders Cycling Group – Dave Wallace**

- Need for dedicated cycling provision in Chipping Norton
- In conjunction with Oxfordshire Highways, have a dedicated point of focus and expertise for cycling issues, and work with organisations with acknowledged expertise
- Reduction of traffic volumes and speed, in Chipping Norton, should be a priority
- Volumes of HGVs could be reduced by co-ordinating route signage
- Help to reduce car traffic by making short walking or cycle journeys within Chipping Norton more attractive than driving
- Opportunities to designate certain carriageways for cycling
- Opportunities to build in segregated pedestrian and cycling provision in new build areas, for example from London Road estates to Chipping Norton town
- Wide footpath areas alongside certain roads, for example to Churchill and Salford, could be dual use

### **English Heritage**

- Strategy does not specify the issues/challenges which are actually affecting the District's rich archaeological and architectural heritage
- Insignificant detail provided in the document as to the importance and complexity of the Blenheim World Heritage Site. Suggest a policy in relation to the site
- Welcome reference to the need to manage extraction of sand and gravel resources – this should also consider opportunities for the historic environment
- Figure 1.3 identifies 'key environmental constraints' without indicating the basis upon which they have been selected – map requires a footnote to explain the basis for the choices
- Amend paragraph 3.6 to include reference to enhancement of the environment and reducing the impact from climate change. First bullet point reference to 'local' should be deleted to avoid ambiguity
- Opportunity to embrace the historic environment where reference is made to green infrastructure in para 4.3
- Historic landscape characterisation should be used as a tool to assist site selection and development for new housing settlement extensions

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- Value of historic characterisation in areas other than conservation areas is relevant to para 8.37
- Reference to PPGs 15 and 16 in para 8.37 should be removed and replaced by PPS5
- Comments made in relation to policies HE2 to HE5 of PPS5
- Welcome the intention to progress character area appraisal and management proposals for Witney and the intention to seek enhancement of the public realm
- West and north Witney strategic development sites appear relatively unconstrained in terms of nationally important heritage assets. Will need to take into account the impact upon the settings of Minster Lovell and Hailey Conservation Areas. Will need to take account of the need to have regard to maintaining the separate identity of settlements
- Figure 3.2 requires a symbol for the scheduled remains of a medieval moated manor, priory, settlement and associated features at Cogges. Comments also suggest the addition of the Witney conservation area, particularly having regard to the identified redevelopment and potential future town centre expansion areas and its presence on other settlement figures
- Chipping Norton - surprised by the extent of the strategic development area to the east of the town, bearing in mind the strategy for Chipping Norton refers to retaining its distinctive historic character and fine setting

### **Environment Agency**

- Use of terms natural and functional floodplains should be replaced by 'floodplains'
- Travelling pitches/plots/sites should not be in the floodplain
- Employment sites to the south of Witney and site in Chipping Norton (east of Bliss Mill) are in fluvial flood zones and will need to demonstrate the PPS25 flood risk sequential test. These sites should not be indicated in the Core Strategy whilst the Sequential Test has not been demonstrated (*note these are existing employment sites*)
- Minor word change to paragraph 7.5 requested
- A new crossing of the Windrush will need to assess the environmental impacts, consider the alternatives, and mitigate any impacts that cannot be avoided. It should also be consistent with the Windrush Policy Wit 3
- Further work on Green Infrastructure is needed – more spatial vision/expression should be provided, following the guidance in the South East Plan paragraph 5.26
- Sustainable Construction policy – could be improved by an explanation of the need for other sustainable construction elements, in particular the need for a demand management approach to water
- Not clear what code level will be required between the period of adoption of the Core Strategy and 2013
- Policy on natural resources is not very clear – water use element is already addressed by the water efficiency in the Sustainable Design requirements on page 46. Policy would benefit from more explanation of the impacts of development on the natural resources mentioned in paragraph 8.63, and how these might be controlled/mitigated through planning
- Elements relating to flood risk do not sit well within the context of the natural resources section. Flood risk should be dealt with as a separate policy

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- Policy should state that all development at risk of flooding from fluvial or other sources will require a Flood Risk Assessment
- Sustainable Drainage Systems - no need for wording referring to practical and environmental constraints. Also, no need to refer to “other water retention and flood storage methods”. All these methods are considered to be within the range of drainage options with the definition of SuDS
- Suggest flooding policy should be put next to the supporting text about flooding – currently paragraphs 9.6 and 9.7
- Sequential test document should be provided to support strategic sites in the Core Strategy, particularly in relation to the strategic sites in Witney which are known to be at risk of flooding

### **Filkins and Broughton Poggs Parish Council**

- Oppose development to the west of Carterton
- Expansion to the west will in effect be a new settlement
- Shilton Park is considerably more connected to the town, yet it feels like a satellite town. This would also be the case, but worse, at west Carterton
- Since large-scale expansion will require necessary social infrastructure, the distance of the new settlement from the old will exacerbate the feeling of isolation from the town centre
- Expansion to the west makes 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
- Traffic nuisance and impact on the parish of Filkins and Broughton
- Traffic along the B4477 is likely to rise with the closure of Lyneham RAF airfield; more traffic from development to the west would be unsupportable

### **Freeland Parish Council**

- Further extension of housing developments around Witney will impinge on locally shared amenities such as shopping facilities, roads and local transport
- Housing development will intensify problems of access to services and facilities in Witney centre
- Bridge Street congestion
- West End Link road needed, regardless of construction of the Cogges Link road

### **Friends, Families and Travellers and Traveller Reform Project**

- Welcome attention being given to the issue of accommodation for travelling communities
- Requirement for sites to be in or near existing settlements does not take into account affordability and availability issues for land for sites. Wording is currently unduly restrictive. Suggest wording “be a reasonable distance from local services”
- Policy requirement not to have an adverse impact is overly onerous. Suggest wording “not have an unacceptable impact”
- Strategy provides no indication of the timing of delivery of sites
- Suggest developing the Site Allocations DPD in parallel with or in advance of the Core Strategy
- The Council should make a start at identifying new sites

**Gerald Eve on behalf of Action for Children**

- Objection to the Preferred Approach to infrastructure provision – paragraph 3 reference to loss of existing useful services and facilities
- Wording should be amended to remove the word ‘equivalent’ to reflect when facilities are no longer needed in an area. Current wording may result in overprovision
- Paragraph uses terminology ‘useful’ which is considered to be vague

**Government Office for the South East (GOSE)**

- Document could be cut down and rely on background papers to explain how final decisions were arrived at
- Critical success factors need to be established to answer the question “has the plan achieved its strategic objectives?”
- Clear arrangements need to be in place to show how the plan will be monitored to enable planned contingency arrangements
- Pleased to see a distribution of housing development
- Is the SHLAA sufficiently rigorous to show a 15 year supply of housing land from the date of adoption without relying on unidentified windfalls?
- Is there a methodology for managing the release of identified greenfield sites in a way that supports the use of previously developed land whilst securing and meeting requirements overall?
- Further clarity relating to the type of people/households for which the additional housing is being provided for is required
- Inconsistency between paragraphs 2.10 and 4.10 on the scale of population growth
- Does the focus on providing 60% of new homes as less than 3 beds take account of home working?
- Plans/action to address the importance of refurbishing existing housing stock (paragraph 8.27) are unclear
- Comments in relation to the testing of reasonable alternatives within the sustainability appraisal

**Hailey Parish Council**

- Response in relation to SHLAA site no. 276 – Witheridge Farm
- Further response notes impact of the north Witney site: flooding; traffic, pollution and parking; coalescence of Witney and Hailey; loss of footpaths and bridleways; impact on the conservation area and land of landscape value and impact on infrastructure provision

**Hailey Parish Action Consultation Team (PACT)**

- Results of parish survey indicating high local opposition to further housing development in the locality
- Concerns over: traffic; high dependence on the car; local residents meet educational requirements outside of the parish; West End link road will add to congestion on the B4022; impact on sewerage and water infrastructure; concern over the loss of the separate identity of Witney and Hailey;

**Hanborough Parish Council**

- Wishes to be consulted on any sites within the parish before decisions are made

**Highways Agency**

- Trips generated as part of the LDF proposals may potentially impact on the A34 at the Peartree Interchange
- Need to work with Oxford City Council, Cherwell District Council, Oxfordshire County Council and the Highways Agency to present the evidence base for transport and infrastructure matters
- Need for policy advice in the Core Strategy on demand management and prevention of congestion in order to minimise trip generation
- Policies required to meet objectives of reducing congestion and out-commuting
- Require evidence base to assess the impact, minimise trip generation and identify measures to mitigate effects of out-commuting on the strategic road network
- Request policies setting out that intensification of employment will not lead to intensification of private car trip generation. Employment should be located in the most sustainable locations
- Request policies to reduce trip making at source, reduce employment car parking provision. Developer contributions sought to fund the delivery of infrastructure and sustainable measures

**Hives Planning on behalf of the Oxford Diocesan Board of Finance**

- Responses in relation to Oxford Diocesan Board of Finance landholdings in West Oxfordshire
- Comments on the Spatial Strategy- Settlements and their functions
- Focus of growth on Witney, Carterton and Chipping Norton is too focused. Strategy should allow for more development in the rural areas. Precise split of housing between Carterton/Chipping Norton and surrounding parishes/villages should be set out
- Comments on approach to affordable housing. Threshold of 2 dwellings is too low. Opportunities should be given for off-site provision.

**Indigo Planning on behalf of First Investments**

- Comments in relation to First Investments who own employment land within the proposed West Witney Strategic Development Area
- Approach to growth at west Witney should be more flexible
- Comments relate to enabling the site to be used for residential development

**JPPC (Andrew Eaton) – land within Tackley (ref 243) site representations**

- Representations promoting Street Farm, Nethercote Road, Tackley for inclusion in the Core Strategy for residential development.

**JPPC (Nik Lyzba)**

- Comments on the proposed approach to economic growth
- No reasoned justification for seeking the retention of existing employment sites where “viable and sustainable”.

## **West Oxfordshire District Council Core Strategy Preferred Approach Summary of Consultation Response from Organisations**

- Loss of some sites, in the expectation that the provision of new land etc for employment purposes would generate more jobs than projected growth in the labour market, should not be objectionable
- Wider planning issues and objectives, other than the viability of employment, should also be taken into account. These appear to be excluded from the preferred strategy
- Policy is unclear as to how the Council will make judgements in relation to existing employment sites

### **Kemp and Kemp – Land West of Eynsham**

- Comments in support of land promotion to the west of Eynsham
- Eynsham incorrectly designated in Table A of the Strategy, correct designation should be a District Service Centre
- Figures for housing within Eynsham should be amended/increased to reflect a change in designation

### **Langford Parish Council**

- Comments opposing development to the west of Carterton
- The Shill Brook is a natural and physical divide that prevents urban sprawl into the open countryside. Breaching the divide will encourage further future development to the west
- Carterton Landscape Assessment describes the west option as “inappropriate” in an area of “high sensitivity”
- Area is well used as a public amenity open space
- The Shillbrook valley contains two Local Wildlife Sites and the west option adjoins a Biodiversity Target Area. Wildlife impact of residential development would be catastrophic
- Direct visual impact on the conservation areas of both Shilton to the north and Alvescot to the south
- Increased risk of flooding
- West option would require a completely new range of infrastructure. This would represent an unsustainable level of development
- Insufficient evidence to date that there is any proven need for the level of housing proposed
- Other Carterton options are less damaging and more sustainable

### **Little Tew Parish Council**

- No points of concern with the Strategy

### **Mark Chattoe on behalf of Lomond Holdings Ltd**

- Representations in support of redevelopment of Enstone airfield for residential development

### **Martin Overbury (Overbury Planning Consultancy) – Land north of Carterton**

- Comments in relation to the preferred strategy for Carterton, focusing, in particular, on supporting development of land to the north side of Kilkenny Lane (Site No.273 in the SHLAA)

## **West Oxfordshire District Council Core Strategy Preferred Approach Summary of Consultation Response from Organisations**

- Representation focuses on responding to the constraints affecting the north site in Carterton and the opportunities available

### **Minster Lovell Parish Council**

- No clear strategy for infrastructure requirements
- Over-development of Witney and Carterton is at the expense of the towns and surrounding villages. Propose more growth in Chipping Norton and other towns and Group C settlements
- Housing development is too concentrated in two towns very close to each other – leading to a detrimental impact on the environment and quality of life of a small part of West Oxfordshire. Impact and consequences of development should be met by the whole District
- No mention of improving the A40
- Overall infrastructure and transport in the District does not support the scale of development proposed
- A four way junction at Downs Road is crucial before development in Witney can take place
- Minster Lovell is at risk of a significant increase in traffic, particularly on the B4477 and B4047 from Witney and Carterton, this will have a negative impact on the village's historic character
- Planned link road from Asthall Barrow roundabout to Shilton Park should be created to alleviate increases in and current traffic flow
- Greater detail and development of principles of infrastructure provision are required
- Support development to the north of Witney – will reduce growth to the west of Witney, lessening the impact on Minster Lovell's boundaries
- Objects strongly to further development of the west Witney option due to the development being too close to the boundaries of Minster Lovell; further urban sprawl could cause coalescence of Witney and Minster Lovell; loss of a green buffer between Minster Lovell and Witney; increased traffic movement through Minster Lovell village and associated environmental consequences (including light pollution from Witney).
- Instead, propose development to either the east or south of Witney
- Parish Council does not support further development in Carterton, primarily due to traffic concerns and associated problems
- Development in conservation areas and the Area of Outstanding Natural Beauty should be restricted and the areas protected more. The rural and environmental heritage of west Oxfordshire needs to be maintained

### **MOD Defence Estates**

- Do not anticipate proposed developments in Witney will affect MOD safeguarding interests
- No objections to development in Chipping Norton
- Defence Estates need to be consulted on all development in Carterton. If development is comparable in size to existing development it is not anticipated that development will cause an obstruction to air traffic procedures
- Development undertaken in proximity to RAF Brize Norton or beneath the air traffic approaches may be subject to noise pollution

**West Oxfordshire District Council Core Strategy Preferred Approach  
Summary of Consultation Response from Organisations**

- Concerns over development of renewable energy technologies which could impact on air traffic procedures

**MOD Defence Estates Operations North**

- Welcome recognition given to RAF Brize Norton in respect of its importance to the local economy
- Scope for greater provision of housing in the south west part of the District (Carterton to Faringdon area)
- Provision in settlements adjacent to rail stations could be strengthened
- Safeguarding of routes for strategic cycle/pedestrian routes between the main employment and housing areas should be considered
- Could reverse out-commuting by focusing more housing development around major employment sites, and allowing a period of stabilisation for settlements experiencing major housing development
- Affordable housing strategy would benefit from recognising the provision method for Single Living and Service Families Accommodation for service personnel – should be specifically stated that the requirement to provide affordable housing does not apply to developments for service personnel accommodation
- Density, mix and type of new housing section would benefit from recognising that service personnel accommodation is used and occupied in different ways from general market housing, so different standards are applied
- Employment land requirements at Carterton should be more specific as to where this should be provided
- Further consideration and clarification of how the transport and movement policy will be applied is required
- Preferred approach to infrastructure and provision is not always clear in relation to major settlements with regard to education and community infrastructure. Should be made clear that new developments should not be made to contribute to an existing deficit in local infrastructure, in particular the highway network
- Supportive of approach to the environment and climate change but concerns over the impact of renewable energy technologies on air traffic movements
- Identification of the Brize Norton flight path on the proposals map would be helpful
- Witney – required improved transport links between proposed housing areas in Witney and major employment areas before development is occupied. Support West End link road and an A40/ Shores Green west facing slip road. Cycle/pedestrian links to major employment centres need improving; greater scope for provision at Carterton and Faringdon (*Faringdon is not in West Oxon*) and rural settlements
- Pleased with recognition of Carterton and RAF Brize Norton within the Strategy. Separated part of RAF Brize Norton, adjacent to the site proposed to the north of Carterton Road, needs to be safeguarded – 50 to 100 m buffer required.
- Comments and advice in relation to any future development at Milestone Road
- Southern part of proposals for development to the north east of Carterton warrant further investigation
- Strategy could benefit from recognising the strategic importance of safeguarding the future flexibility of RAF Brize Norton. Southern boundary of the base (Figure 4) appears to omit the attenuation tanks

**West Oxfordshire District Council Core Strategy Preferred Approach  
Summary of Consultation Response from Organisations**

- Rural Areas – assessment of capacity of rural settlements appears to overly restrict the potential for sustainable development adjacent to some rural areas

**Moore Allen and Innocent LLP on behalf of RJ Mawle, Rectory Farm, Alvescot**

- Representations supporting land to the south west of Carterton, along Alvescot Road

**Natural England**

- Extend network of green spaces proposed in the vision for Witney to be extended to include the settlements of Chipping Norton and Carterton
- Climate Change (page 14) first bullet point should read ‘conserve and enhance the high environmental quality of West Oxfordshire including its diverse landscape, wildlife and habitats, and its local cultural, heritage and environmental assets’. Protection and promotion does not accurately reflect the underpinning legislative framework
- Preferred Approach: Green Infrastructure – support green infrastructure approach
- Landscape – welcome preferred approach for landscape protection. Would like to see more information given on development that will/will not be acceptable both within, and within the setting of the AONB. More information on the scale, nature, design and location of unacceptable development within the AONB will both aid the planning process and protect the AONB
- Biodiversity – welcome preferred approach – should, however, contain a positive emphasis on ‘protection and enhancement of biodiversity’
- Natural Resources - support the provision of Sustainable Urban Drainage Systems in all developments, to maintain natural water flows in the environment
- Witney – green infrastructure should link the West Witney strategic development area to the Upper Windrush Conservation Target Area. This should be included in the vision and preferred strategy, along with habitat creation that delivers towards the CTA targets
- Carterton – preferred strategy should contain a reference to the provision of green infrastructure. This should link to the South Cotswold Valleys Conservation Target Area
- Chipping Norton – additional bullet point regarding the Cotswold Area of Outstanding Natural Beauty stating that the AONB and its setting will be conserved and enhanced
- Should be reference to green infrastructure within the Chipping Norton vision and preferred strategy. Green infrastructure should link to the Glyme and Dorn Valley Conservation Target Area

**National Farmers Union South East Region**

- Support for non-agricultural farm diversification
- Support encouragement of renewable energy projects, especially where local sources of biomass fuel can be used
- Co-ordination of waste, renewable energy and climate change policies would be sensible
- Welcome commitment to striking a balance between landscape protection and reasonable economic development

## **West Oxfordshire District Council Core Strategy Preferred Approach Summary of Consultation Response from Organisations**

- Appreciate Strategy's continuing support of the land-based sector and the recognition within the Strategy of the sectors importance in landscape management
- Leaflet 'Planning matters of concern to farmers and growers' submitted alongside comments

### **National Grid**

- Provide links to information that relate to the location of National Grid Gas Transmission pipelines to be used in considering approval for developments in vicinity of such apparatus

### **North Leigh Parish Council**

- Impact of traffic in New Yatt and North Leigh from housing development in Witney. North Witney development would exacerbate this
- Undertaking traffic surveys to highlight issues
- Support further development at Carterton
- Land at north Witney is of high landscape value
- Drainage/flooding issues
- West End link road will only alleviate existing problems, further housing will make it worse
- Consortium does not own all land required to develop the West End link road
- Traffic on the A4095 would worsen
- Endorse policy for rural villages

### **Oxfordshire County Council**

- Support, in principle, the proposed distribution of housing across the District
- Further work required on the detailed impact of development on County service provision, particularly schools; capacity issues identified at primary schools in Chipping Norton, Long Hanborough and Woodstock
- Comments in relation to the scale of housing provision and strategic sites
- Location of strategic sites – extra houses on top of the additional 3,000 allocated for Witney does not seem necessary in the short term, due to impact of traffic growth and costly infrastructure requirements. North Witney should only be taken forward as a contingency site, to be released if there is a shortfall in housing delivery in central Oxfordshire and subject to the provision of necessary infrastructure and the alleviation of flood problems. Growth at Carterton would help reinforce the role of the town as a service local centre/major employer. Further comments on Carterton in relation to transport capacity and congestion, school provision, the requirement for a new fire station and the opportunities to improve biodiversity.
- If a strategic site is to be included at Carterton, it would be preferable to locate development to the east
- Comment that it will be necessary to assess in detail the impacts of proposed development to the west of Witney, with regards to secondary school provision, as well as transport and service infrastructure
- Requirement for a better understanding of the implications for Carterton of the transfer of military and civilian personnel and their families from RAF Lyneham to

## **West Oxfordshire District Council Core Strategy Preferred Approach Summary of Consultation Response from Organisations**

Brize Norton, together with numbers and types of housing required. Information provided on current school capacity in Carterton

- Chipping Norton – would support a scale of growth which helps reinforce the role of the town as a local hub for employment, retailing, community services and facilities which help meet identified housing needs. However, have concerns if the level of housing proposed generated demands for services which placed unacceptable pressures on existing infrastructure, but was not to a scale that would justify and/or fully fund new facilities. Particular concerns with capacity at local primary schools. Suggest further work needs to be done to assess the implications of the scale of housing proposed – the amount of developer funding which could be secured from new housing would be insufficient to fully fund a new school, as well as resulting in a shortfall for other infrastructure requirements
- Comments in relation to the approach for employment growth, which is generally supported
- Comment on the preferred approach to retail development in or adjacent to town centres
- Comments on transport infrastructure – identified strategic locations for development are supported in transport terms. The Core Strategy needs to refer to the Access to Oxford project. Reference should also be made to the need for the delivery of specific schemes to mitigate the impact of growth over the plan period
- Infrastructure provision – Strategy must be able to provide infrastructure required to support growth
- Community facilities – Core Strategy should take account of the County Council's need to retain the flexibility to be able to dispose of land, in order to fund the re-provision of services elsewhere. Further comments provided on the use of community facilities
- Climate Change – Encourage housing development to achieve at least Code Level 3 of the Code for Sustainable Homes
- More detailed analysis of the advantages and disadvantages of the preferred options for strategic sites is provided in annex I of the County Council submission, along with more detailed responses to the various elements of the preferred approach

### **Oxfordshire Countryside Access Forum**

- Comments in relation to Public Rights of Way
- Consider Public Rights of Way to be the principal means of access to the countryside, request various considerations of Public Rights of Way to be taken into account as part of the Strategy

### **Oxfordshire Rural Community Council**

- Affordable housing should be spread throughout the rural areas, not focused only on larger villages. Housing should be permitted if a housing need is shown, regardless of whether the community has a level of infrastructure already in place
- Witney is large enough – further change would be too significant a step change in the towns character

## **West Oxfordshire District Council Core Strategy Preferred Approach Summary of Consultation Response from Organisations**

- Definition of ‘small villages with limited...facilities’ is not set at a point that sets too high a threshold – i.e. that villages are not ruled out of the possibility of any future development because they are deemed too small.
- Ageing population in rural communities necessitates possibility for small affordable housing developments to cater for their needs
- Pleased the Strategy endorses the value of town and parish plans
- Agree with the analysis that recognises the importance of community involvement both in terms of delivery of services and in the provision of demand-responsive transport
- Welcome commitment to resist the loss of community facilities and services where viable. However, the Core Strategy should recognise the need for help and guidance for local communities in efforts to provide services
- ORRC welcome the intention to encourage home working. Also advocate in favour of allowing the development of small units that would facilitate businesses that become too large for a home business
- Welcome and support the encouragement of farm diversification

### **Pegasus Planning – Land owners at West Carterton**

- Representations made in respect of land to the west of Carterton
- Initial development concept included as part of the response

### **Ramsden Parish Council**

- Agree with preferred approach to landscape
- North Witney – a new river crossing is essential if there is to be further development, because of the pressure on Bridge Street

### **Richard Holmes Property Consultants Mr R Holmes on behalf of Midcounties Co-operative Society Ltd**

- Supports proposals for continuing to concentrate the main retail provision within the three town centres
- Carterton – improvement and expansion of the town centre is fundamental to the sustainable expansion of the town, particularly in light of the expansion of the RAF base
- Chipping Norton – Opposed to a large out of town food retail development which would damage the vitality of the town centre
- In large out of town residential developments, in excess of 700 houses, they support the provision of neighbourhood shopping facilities which would complement the town centre offer
- Support and promote sustainable development and the conservation of natural resources in their new developments

### **RPS** on behalf of:

- **Banner Homes Group** – Chipping Norton (S Gamage)
  - Representations promoting the addition of land adjacent to the strategic development area for an increased provision of housing within Chipping Norton

**West Oxfordshire District Council Core Strategy Preferred Approach  
Summary of Consultation Response from Organisations**

- Proposed strategic development area is not large enough – not large enough to accommodate the scale of development and range of uses envisaged through the Chipping Norton vision
  - The site should make provision for more than the 200 dwellings currently proposed – this could be provided by extending the land to accommodate land in Banner Homes' ownership
  - Delays in implementation of the LDF have implications for providing an adequate supply of housing – the Core Strategy should include a number of strategic sites to ensure certainty. This would also enable subsequent DPDs to focus on development management issues
  - Further sites in Chipping Norton of an appropriate scale are limited due to a variety of constraints, for example the Area of Outstanding Natural Beauty
  - Support identification of Chipping Norton as a District Service Centre
  - Council's interpretation of the extent of the Central Oxfordshire sub region is inappropriate – Bampton should be included in Central Oxfordshire, resulting in a minor readjustment of housing provision figures in favour of the five other sub areas in the District, including Chipping Norton
  - Council should consider whether it will be necessary to allocate any sites other than strategic sites, bearing in mind the likely organic supply of new housing and the differences between the two sets of figures in each sub area
  - No justification given for not providing a further strategic site at Chipping Norton, as under investigation at Carterton
  - Series of comments on the supply of housing across the Plan period
  - Disagree with the last two bullet points of the Chipping Norton Vision and Preferred Strategy – the Core Strategy should be clearer about what constitutes specialist housing, in relation to its availability or otherwise to a significant section of the population, and whether or not it is institutional in nature, whether it counts towards meeting the housing requirement; if it does count, how much is likely to be developed
  - Land to the south of London Road – consider there is insufficient land to accommodate all the elements referred to
  - Representations include a conceptual strategic masterplan and supplementary technical information (focusing on the capacity of the proposed strategic area for development, specifically the capacity that has been planned for, and further analysis of the highways and access issues.
- **North Witney Consortium** (Simon Fitton)
    - Comments supporting the development of land to the north of Witney
    - Witney performs a different role to the other District Service Centres, proposes this is reflected in the Strategy and suggests alternative wording
    - Comments in relation to the delivery of new homes – Strategy needs to provide greater certainty over delivery; no evidence that the Sustainability Appraisal has considered greater levels of growth than the SE Plan allows for; identification of further strategic sites would help provide for a flexible response to housing land supply

**West Oxfordshire District Council Core Strategy Preferred Approach  
Summary of Consultation Response from Organisations**

- Comments on the identification of the site to the west of Witney – has not been given enough scrutiny under the development of the Core Strategy
- Cogges Link Road will open up capacity on the northern and eastern fringes of Witney. Development of north Witney could help to deliver the West End Link Road
- North Witney should be prioritised ahead of North Curbridge
- Strategy to identify one further strategic site is at odds with the requirement between the Central Oxfordshire sub area and the rest of the District
- Analysis and comments on the options for development at Carterton
- Request more flexibility in the affordable housing policy
- Support approach to economic growth at Witney. Further comments on this approach are provided
- Detailed comments on the Preferred Approach for Witney – the preference should be for development at North Witney
- **Mr Beechener** – Minster Lovell, (Site 195) (Mr Andy Bateson)
  - Supportive of the Preferred Approach, in particular the support it accords to development of the site being promoted (Site 195, Minster Lovell)
  - Site 195 offers the opportunity for development to be located on a sustainable site
  - Category B settlements, particularly Minster Lovell, should be the focus for development, in light of the large array of employment opportunities, schooling, retail and community facilities
  - Minster Lovell requires a specific new urban extension allocation – this would be suited to the rear of 78-88 Brize Norton Road (Site 195)
  - Suggest a development of between 60-100 dwellings could be accommodated on the site
- **Thames Valley Police Authority** (Group V Trotman)
  - Support creation of a safe environment as part of the vision for West Oxfordshire
  - Welcome commitment to continue to seek appropriate contributions to supporting infrastructure, but emergency services, specifically the Police in relation to community safety, are not identified as recipients of funding
  - Delivery of new growth will impose additional pressures on Thames Valley Police's existing infrastructure capacity
  - Police should be recognised within the definition of infrastructure – supporting comments/rationale provided
  - Full details within the infrastructure and delivery strategy should include details of the police infrastructure required to support the provision of new development within the District
  - The Core Strategy should specifically address the needs for the strategic sites to be supported by adequate levels of physical and community infrastructure. It should also provide reference to mechanisms that will ensure such infrastructure is delivered in a timely fashion. No explanation of how community safety will be facilitated, or any clear explanation of the measures to be employed and the sources of funding to guarantee delivery

**West Oxfordshire District Council Core Strategy Preferred Approach  
Summary of Consultation Response from Organisations**

- Policies for major proposals should provide certainty regarding elements that must be delivered as component parts of any development proposals. Should detail likely developer contribution requirements required to provide other forms of infrastructure
  - The Core Strategy should acknowledge the police as a legitimate recipient of developer contributions. Details of likely costs contributions would be sought for are provided
  - Contributions should only be sought for infrastructure for new development, not for the purposes of ameliorating existing deficiencies
  - To comply with the Sustainable Community Strategy the Core Strategy must recognise the Police as the primary facilitators of community safety
- **Costco Wholesale UK Ltd** (Maire Mckeogh)
    - Comments supporting the role Costco could play in supporting and contributing to the local economy in West Oxfordshire
    - Representations focus on supporting the Preferred Approach for Sustainable Economic Growth.
    - Clarification sought on the types of employment uses which are considered appropriate on employment land to recognise employment generating uses such as sui generis uses as an appropriate use for employment land.
    - Comments outline how sui generis uses are commonly found in industrial estates – the Core Strategy should support the widest range of employment uses

**Satnam Planning Services Limited** – land at Cox’s Lane, Enstone

- Series of comments promoting land at Cox’s Lane, Enstone as suitable for residential development in conjunction with a relocated Village Hall
- Comments made on the Strategy are predominantly made in relation to the Preferred Spatial Strategy for Housing; Infrastructure Provision and Rural Areas Strategy in order to support their proposals for land at Cox’s Lane, Enstone.

**Savills** on behalf of:

- **Christ Church College** – East Carterton (Roger Smith)
  - Comments submitted supporting the allocation of land to the east of Carterton for up to 1,000 dwellings and other associated uses including employment, a neighbourhood centre, a primary school and public open space
  - Plan should not identify potential longer term development to the north of Witney
  - Land to the east of Carterton is preferable for development (over land to the north and west) due to the relationship with the existing built up area, accessibility to local services and public transport and its proximity to existing road infrastructure
  - A submitted document provides detailed information setting out the case for development to the east of Carterton

**West Oxfordshire District Council Core Strategy Preferred Approach  
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- **J P Reeve Garden and Estate Machinery** (Site 290, Chipping Norton) (Jason Hill)
  - Support classification of Chipping Norton as one of the three District Service Centres
  - Also support option of development being focused at Witney, Carterton and Chipping Norton
  - Representations support SHLAA site no.290 being incorporated into the Core Strategy as part of a wider mixed use expansion to the north east of Chipping Norton
  
- **Land south of Milton Road, Shipton under Wychwood** (Jason Hill)
  - Comments in support of land south of Milton Road, Shipton under Wychwood (site reference 248), as identified in the SHLAA
  
- **Sharba Homes Ltd and Cottsway Housing Association** – West End Farm, Chipping Norton (Rob Linnell)
  - Representations with regards to the strategy for Chipping Norton, in particular land at West End Farm located off Churchill Road
  - Presented as a site which could help meet the housing numbers identified for Chipping Norton
  
- **Willstown Development Ltd** – land at Chipping Norton (Mr Rob Linnell)
  - Representations relating specifically to Chipping Norton
  - Support the classification of Chipping Norton as a District Service Centre
  - Support the option of development being focused at Witney, Carterton and Chipping Norton
  - The Strategic Development Area in Chipping Norton is supported
  - The Strategic Development Area should be more accurately defined. Up to 40% of the identified site is already developed or allocated for development. The Plan should reflect the undeveloped area only
  - Seeks an extension to the SDA boundary to include land promoted by Willstown Development Ltd to the southwest of the SDA
  
- **Corpus Christi College** – land south of Long Hanborough (David Jackson)
  - Responses in relation to Corpus Christi's land interest at land to the south of Long Hanborough
  - Supportive of site inclusion in the Draft SHLAA Settlement Summary (January 2010)
  - Support the identification of Long Hanborough as an 'Other Service Centre'
  - Support the Preferred Spatial Strategy for new homes 2006-2026. Capacity of the settlements of Eynsham, Woodstock and Hanborough could be increased above the 'about 800' figure once more detailed site-related studies have taken place

**Shilton Parish Council**

- Expect to see an initiative to improve public and private transport and communication links. This should be started before any development takes place

**West Oxfordshire District Council Core Strategy Preferred Approach  
Summary of Consultation Response from Organisations**

- The Council should take the lead in measures that will mitigate the effects of climate change. Carbon restrictions should be seen as a longer-term global issue, whilst the main local priority should be to implement measures to cope with the effects of climate change before it occurs
- Policy statement required stating that rural villages, such as Brize Norton, Alvescot and Shilton, are protected from encroachment into their boundaries. Separate identities should be retained. Furthermore, policy should recognise that the setting and identity of rural villages and conservation areas includes the land where there are views into and out of the location
- Affordable Housing – requirement best dealt with by “affordable finance” and not cheaper or lower standard dwellings.
- Continued preservation of the Shill Brook. No building or permission should be considered until suitable boundaries and protections measures are defined
- Request a policy to restrict any further quarry development and that both Whitehills Quarry and Burford Quarry should be constrained to their existing permissions and boundaries.
- Core Strategy should be drafted to prohibit travellers’ accommodation sites in or near rural villages, Areas of Outstanding Natural Beauty or Conservation Areas. Shilton Parish Council believe that central Carterton is the most appropriate town for travellers in the district and that the Old Market site should be designated for this purpose
- Increase in housing numbers in Carterton should be within the existing boundaries. If further increase in size takes place, significant improvements need to be made to the road links to the A40 and to the B4020 through the Shilton Dip
- Comments on the impact of Carterton growth on Shilton Conservation Area
- Landscape Assessment for Carterton highlights importance of no development in the buffer zones between Carterton and surrounding villages
- Note the Local Plan confirms the necessity of a buffer zone between Carterton and surrounding villages
- Planning gain must be to the benefit of the main parish that development falls within

**Smiths Gore** on behalf of owners of land at:

- Long Hanborough
  - High Street, Standlake
  - Malthouse Farm Brighthampton/Standlake
  - Eynsham North
  - Cote Road, Aston
  - Minster Lovell
  - Wootton by Woodstock
  - Balliol Farm, Tackley
- 
- Client representations for land at the above locations
  - Long Hanborough should be marked on the key diagram alongside the railway station.
  - Villages should be marked as priority villages
  - More housing development should be allocated to other villages and service centres. Too much development has been focused on the Chipping Norton, Charlbury and Burford areas

## **West Oxfordshire District Council Core Strategy Preferred Approach Summary of Consultation Response from Organisations**

- Request higher housing numbers amended and directed to within the Eynsham, Woodstock and Long Hanborough areas
- Concerned the Core Strategy advocates 60% of future housing should have less than three bedrooms. Policy is restrictive. Each site should be judged on its own merits
- Object to approach to affordable housing. Policy approach conflicts with policy in the South East Plan.

### **Society for the Preservation of Bampton**

- Concerns over planning controls over Gypsy sites
- A40 is in need of urgent improvements
- Prefer development to the north of Carterton where aircraft noise will be lower
- Concern over development and the impact of flooding from the Shill Brook in Bampton
- Rural roads and public transport are inadequate to support further building

### **South East England Partnership Board**

- Generally support the overall strategy, objectives and preferred approaches, particularly the sections on climate change and renewable energy
- The Core Strategy needs to plan for houses to 2027, so an additional years housing provision is required
- Housing policies should expand on policy H6 of the South East Plan to indicate how the need to make better use of existing housing stock to help meet housing needs and promote urban renaissance and sustainable use of resources will be addressed.
- Would like to see specific reference to the building of homes to Lifetime Homes standards
- Definition of affordable housing
- Sustainable economic growth and town centres preferred approach should refer to partnership working to promote smart growth and skills and training. Should actively encourage the development of communications technology infrastructure
- Preferred approach to town centres should elaborate more on main town centre uses other than shopping. Would be helpful if the relationship between policy approach on sustainable economic growth and the preferred approach on town centres with regards to offices could be clarified
- Need for the submission document to indicate the broad amount of additional employment and retail floorspace that is expected and its distribution, as well as how and when this will be achieved
- Should include a target for CO2 emissions reduction set out in policy. And a renewable energy generation target set out in policy
- Submitted Core Strategy should set out in more detail how the green infrastructure network and its multi-functional role will be developed and strengthened. This could include a policy commitment to developing a green infrastructure framework or policy
- Preferred approach to the protection of biodiversity should also reflect South East Plan Policy NRM7 on woodlands

**West Oxfordshire District Council Core Strategy Preferred Approach  
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**South Leigh Parish Council**

- Would like to see a few small dwellings allowed in villages like South Leigh
- Opposed to the Shores Green highway scheme unless the Council can demonstrate there would not be more traffic through the village. Traffic calming measures would be required

**Spelsbury Parish Council**

- Chipping Norton and Charlbury are important to the Parish for employment and services. Chipping Norton should not get too big, thereby putting a strain on transport, parking and the services that people from the Parish would use

**SSE Power Distribution**

- General guidance provided on the provision of electricity infrastructure and the treatment of any existing infrastructure in relation to future development

**Stephen Bowley Planning Consultancy on behalf of Smith and Sons (Bletchington) Ltd (Burford Quarry owners) and Pavestone UK Ltd**

- **Smith and Sons (Bletchington) Ltd** –
  - Burford Quarry has planning permission for mineral extraction up to 2024
  - Phase 3 of the extraction will take the working towards the south of the site closest to Carterton
  - A buffer zone needs to be maintained between the quarry and sensitive development such as residential development to protect the amenities of local residents in respect of noise, vibration, dust and visual impact etc. At Burford Quarry blasting is permitted
  - Minerals operator has aspirations to further extend the quarry and is seeking additional allocations through the Oxfordshire Minerals and Waste Development Framework to extend the quarry to the west of Phase 4, but in doing so this would not bring the quarry closer to the current limits of Carterton
  - The adopted Minerals and Waste Local Plan refers to a buffer zone of 350m between mineral workings and towns. The County Council has designated a Minerals Consultation Area for proposals near the quarry to be comprehensively assessed
  - The company objects strongly to the northern development option for Carterton. Development wrapped around the quarry boundary is contrary to minerals planning policy and guidance at the local and national levels
  - Surprising that the protection of mineral resources is not a sustainability objective in the Sustainability Appraisal. This should be added and given substantial weight
  - Commercial and industrial development would be a more appropriate use if Carterton was to expand to the north. In the very long term there may be potential for further commercial development on the floor of the worked out quarry where it would be hidden from view
  - Important that the Oxfordshire Minerals Framework and West Oxfordshire LDF are coordinated and consistent

**West Oxfordshire District Council Core Strategy Preferred Approach  
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• **Pavestone UK Ltd –**

- Dependent on Burford Quarry for its supply of limestone. The company is therefore very concerned about possible future constraints on the supply. Object to northern residential expansion of Carterton due to the potential effect on the continuity of both mineral extraction and the factory
- Commercial and industrial development is less sensitive to mineral working and would be a more appropriate development should Carterton expand to the north in the short term
- In the long term there is potential for development on the floor of the worked out quarry, including the existing factory site. Should the northern site be progressed consideration should be given to incorporating the factory site

**Steven Abbott Associates LLP on behalf of Noble Foods Limited**

- Representations relating to economic development and employment land in order to promote the Cotswold Farm site near Standlake as a sustainable development option for employment/economic development

**Strutt and Parker on behalf of Church Commissioners for England**

- Representations in response to the preferred strategy for affordable housing - use of the word 'expected' in the policy in relation to provision of 40% affordable housing does not provide enough flexibility for consideration of viability before a decision on affordable housing provision is made

**Sustainable Witney**

- Provide comments on how the Strategy could be strengthened under the themes of: Parking, Sustainable/Active Travel, Energy and Sustainable Development and Public Realm and Green Infrastructure

**Tackley Parish Council**

- Small development needs to be sustainable and take into account green issues
- New trees need to be planted when trees are chopped down to ensure enough oxygen is put into the air

**Thames Water Property Services**

- Agree in principle with the preferred approach to infrastructure provision.
- Paragraph 7.5 – surface water can impact on the capacity of sewers, however, dealing with capacity issues in the sewerage system is only one aspect of Thames Water's investment programme. Sewage treatment works and water infrastructure are also being upgraded. Paragraph 7.5 should be strengthened to make reference to Thames Water's wider infrastructure investment
- No reference in the preferred approach to natural resources to water efficiency measures and the preference for water use targets e.g. suggest that as a minimum new residential development meets level 3 of the Code for Sustainable Homes
- Core Strategy should make reference to the different types of flooding, including sewer flooding

## **West Oxfordshire District Council Core Strategy Preferred Approach Summary of Consultation Response from Organisations**

- Witney – significant sewer network upgrades are likely to be required to accommodate development. This should be referenced
- Carterton – significant local infrastructure upgrades are likely to be required to accommodate development, including the Sewage Treatment Works. This should be referenced
- Chipping Norton – concerns about further development in the area due to low water pressure in the water network and the capacity of the local Sewage Treatment Works. Further modelling would need to be carried out to determine if the existing infrastructure could accommodate the growth proposed. This should also be referenced

### **The ACE Children’s Centre**

- Wish to explore the possibility of the relocation of the ACE centre in Chipping Norton
- Request to be fully consulted and involved in planning the future educational provision for Chipping Norton

### **The Coal Authority**

- No specific comments to make at this stage of the document

### **The Eynsham Society**

- Support statement in section 4.7 Table A describing Eynsham’s constraints. Oppose development on the west side of the village due to traffic generation and no eastbound A40 access.
- State that there should be no further significant development in the village of Eynsham due to the impact on the character of the village and its setting
- Stemming the loss of rural shops depends on sensitive and small-scale provision of additional housing in smaller villages, together with improved public transport. Inadequate road infrastructure in West Oxfordshire is a major constraint
- Do not believe the bus lane proposed for the approach to the river Thames toll bridge will be successful
- Cycle commuting from Eynsham to Oxford and/or Witney should be strongly encouraged. A40 cycling infrastructure requires improving
- Important to ensure that the prospect of Section 106 funding does not unduly influence planning decisions
- Prudent to reduce energy use where reasonably possible. Wind turbines, however, should be strongly discouraged due to the impact on rural landscapes and the unreliability of energy production
- Strategic solution to local transport problems is urgently needed in West Oxfordshire – pressure must be put on regional and national government to provide funding for improvements before any significant increases in housing provision take place
- Significant development in Carterton will further increase congestion on the A40
- Housing development in rural communities must be approached sensitively and with the support of local people. Use example of development at East Eynsham as how not to approach this issue

### **Theatres Trust**

- All comments relate to cultural facilities

## **West Oxfordshire District Council Core Strategy Preferred Approach Summary of Consultation Response from Organisations**

- Support objective to “maintain or improve where possible the health and well-being of District residents through increased choice and quality of shopping, leisure, recreation, arts, cultural and community facilities”. This aspiration should be reflected in the appropriate policies, especially town centres and community facilities. However, there is no mention elsewhere within the document of the maintenance and improvement of cultural facilities
- Preferred approach to town centres and shopping fails to recognise that a combination of town centre uses create vibrant town centres, not just retail (per PPS4). Will be appropriate for smaller town and district centres generally to provide entertainment, leisure and cultural facilities of an appropriate scale and kind to serve their roles and catchments. Policy should seek to promote provision of town centre uses within the key centres, market towns and the local service centre villages. Should also confirm that key local services and facilities are to be protected from development proposals that would result in their loss
- Preferred approach to community facilities requires further details. It is too generic. Propose new wording for description of community facilities
- Preferred strategy for Chipping Norton – disappointed support for the District’s only theatre is not included in the preferred strategy
- Particularly concerned that current provision of venues for cultural activities is protected and enhanced

### **The Wychwood Project**

- Recognition of the interconnection between the natural environment and many other parts of the local development process is welcomed
- Welcome identification of biomass as a component of the future renewable energy mix. Recommend a comprehensive appraisal be made of the volumes of biomass available over time and how this relates to the supply of other forest products such as timber
- No mention is made of anaerobic digestion and its role as part of the feedstock to supply CHP schemes
- Welcome inclusion of water management and biodiversity as elements of the preferred approach to sustainable design and construction
- Trees can play an important role in reducing the expected impacts of climate change, particularly in urban areas. Space needs to be included at the beginning for large growing trees within new developments if the benefits are to be realised
- Quality Design - Would like to encourage the use of “locally produced renewable materials” in new buildings and building refurbishments
- Historic environment – character of the District comes from the intrinsic character of the landscape including the field patterns, boundaries (ancient hedges and drystone walls), ancient woodlands, trackways and remnant traditional orchards. Contribution of such features should be recognised
- Consideration should be given to including a reference to the Oxfordshire Wildlife and Landscape Study
- Paragraph 8.43 suggested rewording “..through to the ancient Wychwood Forest – a National Nature Reserve”.
- Include reference to Natural England Accessible Natural Greenspace Standard (ANGST)
- Landscape – rewording to section referring to Wychwood Forest Area requested

## **West Oxfordshire District Council Core Strategy Preferred Approach Summary of Consultation Response from Organisations**

- Biodiversity – would like to see a recognition that habitat outside the Conservation Target Areas is also valuable in itself
- Natural Resources – make mention of water quality
- Fig 2.2: Biodiversity Conservation Target Areas – additional place names on the map requested
- Paragraph 12.9 – delete “forest” from Wychwood Forest Project

### **Tourism South East (Daniel Humphries)**

- Pleased the role of tourism is recognised in the Strategy
- Recommend a greater statement of how important it is to recognise the needs of tourists and tourism businesses in the wider planning framework
- Should recognise tourism as an integrated and supportive segment of the wider economic, social and cultural structure. Current references to tourism in the Strategy give the impression the sector is separate to all other aspects of the local area
- Generic paragraphs for inclusion in Core Strategies also provided

### **Traffic Observation New Yatt (TONY)**

- Concerned over the traffic flow through the village and neighbouring North Leigh
- Have carried out a traffic survey to assess the density of traffic, results of which and the methodology are included in the response

### **Transition Chipping Norton**

- Emphasis on oil depletion or Peak Oil should be addressed in the Core Strategy
- Concern that additional housing in Chipping Norton will lead to it becoming a commuter town, particularly if the shortage of local employment is not addressed
- Development along London Road will lead to increased traffic – cycle, footpaths and bus links to the town centre are important
- Local services should be integrated into the development
- Employment allocation on the Parker Knoll site should be retained. Allocated space for a community allotment, fruit trees, and recreational space, including a children’s play area, should also be factored in
- Remaining housing provision should come from adaptation/regeneration of existing structures
- Comments in relation to the sustainable expansion and consolidation of Chipping Norton town centre. Would only support small scale retail on the Parker Knoll site, to serve the needs of the immediate neighbourhood. Support the expansion of Co-op, subject to specified details
- Comments on the development of the burgage plots
- Should strive to exceed Government design and construction targets. Developers should also include provision for the conservation of natural resources, specifically grey water collection, storage and reuse
- Would like the Council to exceed Government targets in relation to decentralised, renewable and low-carbon energy. Support limited use of biomass as a fuel, if from sustainable, local sources. Suggest the Council are proactive in helping to create a market to sustain a local wood fuel industry, suggest possibility of allocating land for this purpose. Support the introduction of small-

## **West Oxfordshire District Council Core Strategy Preferred Approach Summary of Consultation Response from Organisations**

scale community wind projects and the relaxation of planning restrictions which limit or prevent their construction in areas which are not subject to heritage designations

- Transport comments in relation to better public transport; no heavy lorries passing through the town and lower pollution levels. Support the encouragement of more walking and cycling and associated infrastructure that would be required to meet this objective.
- Request support in encouraging responsible car ownership and suggest a series of initiatives to deliver this
- Would like to see many more training opportunities for school leavers and career changers – especially more opportunities for people to work in agriculture, forestry and food production. Suggest the Council promotes a more localised approach to food production and distribution by freeing up available land and encouraging small farming enterprises
- Support the establishment of an enterprise centre.

### **Transition Eynsham area**

- Approach to climate change appears to be very limited – series of points provided illustrating this and how to remedy the preferred approach:
- Vision should set out numerically how the area will be different in terms of its energy/carbon footprint in 2026. As well as the overall improvement in the balance of people and jobs in the area
- Objectives seem to relate to new development but not to the need to address the energy footprint of existing development. Why is no reference made to renewable energy production in the section dealing with protection of the environment and climate change?
- Overall strategy should also include the lifestyle of those who use buildings, for example the pattern of employment and level of car usage
- Employment shift may not be enough to address climate change
- Strategy should set out how the current traffic conditions/levels will be addressed
- Approach to energy standards for new residential development is good. The CAG report needs to be implemented in the Core Strategy
- Potential for cheapest and most effective low-carbon housing is in new-build. Building regulations should stipulate Level 5 of the Code for Sustainable Homes immediately with a view to proceeding to full zero-carbon Level 6 in two years maximum
- Housing for increasing numbers of elderly people needs to be built to the highest Code for Sustainable Homes standards, close to the centres of towns and villages with good access to shared services
- Changes in fuel usage will require large supplies of renewable energy soon. Priority should be given to the building of appropriate large-scale renewable energy generators and to micoregeneration
- Local food production will become more important. Modern large scale farming methods are heavily dependent on fossil fuels both for energy, fertilisers and pesticides. Methods will need to be smaller scale and to work with, rather than against, nature. Will therefore be necessary to allocate land for many smallholdings, it is suggested these could be rented or leased out by the Council. Suggest development of eco-hamlets

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- Should legislate for, rather than encourage planning for climate change

**Turley Associates on behalf of Sainsburys (for both Carterton and Chipping Norton)**

- Ambiguity over the number of dwellings to be delivered at the strategic areas of both Carterton and Chipping Norton post-2016
- Economy and town centres – designation of three main town centres is contrary to recommended definitions in PPS4. Suggest Witney, Carterton and Chipping Norton should be designated as town centres in the Core Strategy's retail hierarchy, whereas Burford and Woodstock should be designated as District Centres
- In Carterton, further employment opportunities, services and facilities should be provided to prevent unsustainable patterns of travel to centres further afield
- Council should seek to proactively encourage further retail development within the three main towns
- The Retail Need Assessment calculates retail requirements on the basis that shopping patterns remain constant. This is not considered appropriate given the high amount of expenditure outflow from the district to neighbouring centres. In order to enhance the role of Carterton as a centre the Core Strategy should be seeking to enhance the market share of centres such as Carterton through promoting further development of shopping services and facilities
- Potential for Chipping Norton to increase its market share of convenience expenditure within its local catchment area, given that the Council's Retail Need Assessment indicates 80% of expenditure is estimated to leak from this catchment
- Council's Economic Study overestimates the overall employment land requirement for Chipping Norton

**Vale of White Horse Council**

- Support for the Preferred Strategy; no additional comments provided

**West Waddy** on behalf of:

- **Land owners at West Carterton**
  - Submission on behalf of a series of landowners in West Carterton promoting the western option for development
  - More time requested to prepare a submission and determine the best approach for the long term solution for development of Carterton
- **Mr J Hook – land in Bampton**
  - Promotion of a 9ha site at New Road, Bampton for residential development
  - Comments in relation to the allocation of district centres and their housing allocations; the impact of development on the Cotswolds Area of Outstanding Natural Beauty; promotion of housing in Bampton to support local services and facilities and the need for more affordable housing in rural areas

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**Witney Town Council**

- Does not want to see further expansion of Witney other than that proposed at North Curbridge, unless existing infrastructure is improved and additional infrastructure is in place to support developments
- Support further development for Carterton
- Further secondary school in Witney is required
- Better public transport and cycle ways should be provided. Existing priority routes for pedestrians and cyclists should be identified and an effort made to enhance and protect facilities
- Provision of a rail link between Witney and Oxford should be looked in to. Greater use and promotion of existing facilities e.g. Long Hanborough station should be encouraged
- Park and Ride scheme would be beneficial to Witney, with direct links to Oxford. Bus depot should be moved from the town centre, alleviating problems associated with the depot in Corn Street
- Provision for allotment space
- Sufficient land for leisure, recreation and sports facilities

**Wood Green School and the Henry Box School**

- Believe there is capacity in existing secondary schools in Witney to accommodate further growth
- Wish to work in partnership with the Council to meet the challenge of meeting future secondary education needs

**Woodstock Action Group**

- Sites listed are beyond group's remit. If Woodstock is identified for a development site in the future they would wish to be consulted at that time

**Woodstock Town Council**

- Support the general vision
- Comments in relation to further housing provision in Woodstock, stating minimal further growth within the settlement of Woodstock
- Distinctive qualities of market towns like Woodstock must be retained
- The Council should establish policy to support an appropriate development for the brownfield station site (thereby completing the town's contribution to the LDF process)
- Restricted infrastructure in Woodstock prevents support for further development
- Pattern of retail outlets in Woodstock needs to balance the expectations of tourists with everyday needs of residents
- Wish to see highway improvements to the A34 and A40. Heavy lorry traffic to be diverted off the A44. Various comments in relation to transport schemes to improve the transport links in the District
- Wish to see an improved medical centre on a new site in a central location
- Need to improve outdated youth and community centre facilities in Woodstock is imperative
- Envisage a need to increase the capacity of the primary school

**West Oxfordshire District Council Core Strategy Preferred Approach  
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- Current housing development will add to the existing car parking problems within the town. Ways to address this will need to be found
- Support continuing arrangement for Marlborough School to share some facilities with the community. This adds to the case for a future investment at the school.