

West Oxfordshire District Council
Draft Core Strategy
Summary of responses from residents in the Carterton area (Carterton, Alvescot, Brize Norton, Shilton/Burford, Aston/Bampton, Black Bourton/Clanfield and Filkins/Langford area)

Response from Carterton residents

Over one third of responses from Carterton residents explicitly object to further growth because of the poor existing infrastructure and the impact of further development upon their quality of life. Only a small minority explicitly support further significant expansion. Many do not express any preference for either east or west options but those who do have focused primarily on the east (or north) areas. Most people who express a preference for the northern area do so only in general terms – a few specifically referring to the more limited David Wilson Homes scheme being promoted separately by the developers.

Of the 152 responses, there were over 50 who explicitly objected to any further growth with 3 in support. Some 64 responses expressed a preference for the East (or said it was the 'least worst' option). There were 64 objections to the West with 20 responses in support. Some 40 people supported the North option with a handful arguing in favour of the David Wilson Homes scheme (with a similar number arguing against).

In addition a petition was received in mid-May signed by 1,748 Carterton residents on behalf of 'Stop Carterton West'. This stated that 'We, the undersigned residents of Carterton, appeal to Carterton Town Council and West Oxfordshire District Council to withdraw any support for the inclusion of land to the west of Carterton as a strategic site within the Draft Core Strategy document'.

General Comments

- Lack of infrastructure generally - need to upgrade existing roads and repair potholes, improve road connections eg A40 dual carriageway; better shops and services, a family orientated pub, more schools and health facilities, fire station, better policing/ambulance service, leisure opportunities, open space, facilities for teenagers and elderly.
- Bus services getting worse – need bus lane on the A40, rail link.
- Infrastructure should be improved first before any further growth. Need for 'catch-up time'.
- Witney looks good but not Carterton – it is an inferior town. Carterton is an embarrassment – needs attention before any further development.
- Witney has better infrastructure.
- Town centre is a disgrace and needs sorting out – poor facilities, lack of parking, garish signs. It does not meet the needs of existing residents; it cannot cope with extra people. It needs another foodstore/competition with the Co-op.
- The town centre has not improved in the last 20 years so why should it in the next 20 years?
- Need to support independent retailers.

Summary of responses from residents in the Carterton area

- Need to promote the retail sector. Sainsbury's would have created jobs and drawn in other retailers.
- Carterton does not need further growth, Shilton Park was enough – already pressure on services. Expansion will make things worse. Forcing growth on people is undemocratic. Don't want Carterton to look like Swindon, sprawling development, no longer a small, friendly town. Carterton is already regarded as the dumping ground for West Oxon.
- Will be increased pressure when RAF Lyneham personnel commute.
- Shilton Park is already a separate community – don't need another. Need to resolve parking problems on Shilton Park roads.
- Should be looking at alternative sites within Carterton eg more infill of large plots, use of empty sites/MoD land, use of vacant industrial units.
- Should be more incremental development in future.
- Growth will encroach upon land between Carterton and nearby villages and impact upon the AONB. Development should keep to town boundaries.
- Greenfield/farm land and wildlife sites should be protected.
- Hope that growth will make Carterton a town – both east and west options have potential.
- Need to be more radical in solutions for the future, not just an endless cycle of development. UK population already too high.
- New village preferred to further expansion of Carterton.
- Development should be more dispersed, better use of Brownfield land, better protection of wildlife habitats.
- Not clear why so many/4,300 homes needed.
- Need is for larger houses/homes for young families.
- Where will all the new residents work? Little local employment - commuting will increase. New homes should be located near jobs.
- Need dual carriageway to Oxford and removal of Eynsham toll bridge.
- Against further road building. Increase in traffic will create more pollution, danger, noise etc.
- Will increase flooding.
- Criticisms of consultation process (criticisms of both WODC and Carterton Town Council). Need much more consultation and, if necessary, a local referendum.

Northern Area

- East and West options are fraught with difficulties – North is less problematic.
- Not clear why North option rejected. Furthest away from aircraft noise and less environmental impact. Could have direct access onto A40 so there is less impact upon Carterton.
- North area isolated.
- The David Wilson Homes scheme is better than the East and West options – less intrusive.
- David Wilson Homes scheme is too much for this area, it will adversely impact upon the northern approach, it will exacerbate problems for the Football Club and could threaten the Club's viability, local flooding problems will increase.

East Carterton Option

- Of the two options, East is preferred as this area is more urbanised, better infrastructure (and therefore more viable for development), it is nearer to road links, major bus routes and leisure facilities, better integration with the town and extension of Shilton Park, less impact on the town and rural environment.
- Some suggest a smaller area for development than promoted by Savills.
- Extension of the country park will protect Brize Norton village.
- Development will destroy Brize Norton village.
- Existing roads not adequate to take this growth.
- Elevated land close to aircraft noise.

West Carterton Option

- Prominent development.
- Loss of existing attractive rural edge and views out of Carterton.
- Loss of potential nature conservation area.
- Area of archaeological interest.
- Area isolated, too far out – an area of separate countryside. Will create a satellite town.
- Stands better chance of being integrated into ‘old’ Carterton.
- Will impact heavily on surrounding unspoilt villages and discourage tourism to the area.
- Will have least impact compared to other options.
- Larger area to accommodate town’s needs. Will create nicer environment for new residents.
- Close to flight path – aircraft noise as planes take off.
- Once started, where will development stop?
- Loss of footpath across fields to Shilton and access to countryside, much loved by local people.
- Will make flooding worse. West Waddy’s plans show removal of the MOD flood barrier off Upavon Way.
- Traffic impact on roads and villages, only accessible by B roads – major increase on Alvescot Road. The Upavon Way, Alvescot Road, Corbett Road junctions are already dangerous.
- Traffic will pass through Carterton – through the town centre, along Upavon Way past the Secondary School, rat-runs will be created through residential areas, more pollution and danger.
- Bridges across the Shill Brook will destroy the valley.

Other Comments

- Chipping Norton should take more growth.
- Support for West Witney.
- Roads and congestion should be tackled first in Witney before further growth takes place there.
- Object to promotion of development in West Oxfordshire, Witney and Carterton.
- Object to Cogges Link Road.
- Strategy seems to have little commercial interest in anywhere other than Witney.
- Housing needs of local people should get priority – not immigrants.

- Housing being promoted for Council financial gain.

Response from Alvescot residents

There were 72 responses from Alvescot residents. Most objected to a strategic development area for Carterton in principle, irrespective of location, arguing that the need for the expansion of the town had not been demonstrated and the development of brownfield sites within the town should be considered first. Of those who specified a preferred location for the expansion of the town, there were 38 responses stating a preference for Carterton East. Only 4 respondents supported Carterton West and all were landowners on the site. 18 respondents supported development to the north of Carterton - 9 of which supported the David Wilson Homes proposal and 2 the Figbury proposal. The remainder did not specify. A couple of respondents supported the proposal for a combination of Carterton East and North as promoted by David Wilson Homes. There was some confusion expressed over the existence or otherwise of northern options.

General Comments

- The case for 4,300 new homes has not been calculated properly– the GLA report is driven by development rather than modelled and estimated migration flows.
- No proven need/demand or explanation/appraisal for 1,600 new homes in and around Carterton. Housing is still available at Shilton Park. There are empty homes in the town. Housing needs should be re-examined in light of the current economic circumstances
- The strategy proposes 50% of homes to be affordable in Carterton (about 800 affordable homes) but only 161 qualifying people on the housing waiting list
- There is a disproportionate share of the District's population growth allocated to Carterton where currently 15% of the West Oxfordshire population lives in the town but strategy proposes 37% of target of new homes.
- Consider a strategy of smaller sites of 100 to 200 dwellings or small infill sites dispersed around the area close to existing work areas
- Support for a plan to move the towns forward provided there are adequate local employment opportunities reducing the need to travel
- Witney should be the focus for most development if required, where recent development has improved the town
- Carterton is not well located for more housing– public transport is poor, congestion in Witney and on the A40 will be worse, roads in rural areas are unable to handle safely the increased traffic, and poor links to the south and Swindon with weight/length limits on bridges over the Thames.
- The Council should campaign for improvements to the A40 east of Oxford.
- Carterton is too far from any major employment centres and there is little employment in the area and considerable unemployment - for the past 20 years the industrial sites have failed to be filled.
- Priority should be given to developing brownfield/vacant sites such as vacant industrial land and MoD land/housing within Carterton
- MoD housing can be redeveloped to provide housing to meet the RAF needs and provide private housing.

Summary of responses from residents in the Carterton area

- Need infrastructure before ambitious housing plans – the infrastructure of Carterton cannot accommodate the 1,600 service personnel from Lyneham.
- Carterton lacks a fire station, ambulance service or cemetery despite its size. There are waiting lists for all if not most of the pre-schools/nurserys in this area.
- Carterton town centre lacks choice and variety for shopping and socialising. The development of Shilton Park did not appear to stimulate the regeneration of the town centre
- Support for additional retail in the town particularly the new foodstore on the market site provided it does not result in the loss of the weekly market
- Is there capacity at the secondary school to accommodate new development and incoming RAF families? Currently no 6th form and pupils travel to Burford or Witney.
- Neither Carterton or Witney has adequate town centre parking to accommodate the additional cars.
- The Council should be commended for its free parking policy in Witney which has enabled the town to develop
- Plans run contrary to objective of providing a green buffer between Carterton and nearby villages - development to the east or west would take Carterton too close to neighbouring villages ruining their rural character. Kilkenny Lane Country Park provides a good boundary to the north of Carterton. Policy CS7 alludes to the maintenance of a “green buffer” between Carterton and Brize Norton, no mention is made of similar protection for Alvescot.
- The Draft Core Strategy is at odds with the long held policy to resist development to the west of Carterton and the SHLAA which concluded in favour of a modest development to the north of the town
- Noise from aircraft at RAF Brize Norton will increase
- Technical studies are still being prepared and are not yet available for public comment

West Carterton Option

There was support from some landowners of the West Carterton site highlighting that the site: can provide green space for the community linking the Shill Valley with Willow Meadows; has good access to the town and key roads out of the town; doesn't encroach on other villages; and represents a longer term site with room for further expansion.

A landowner within the West Carterton site, adjacent Kennis Farm, is opposed to the development and has raised concerns regarding the impact of the potential development on their legal rights (e.g. of access), setting of their property and impact on their holiday letting business, in addition to detailed comments on the technical reports submitted by the developer.

- The site and downstream villages are prone to flooding (flooded in 2007 and 3 times in as many years). Development will increase risk of flooding of downstream villages as there would be significant extra surface water flowing into the Shill Brook - can the culvert under Brize Norton runway cope with this additional flow
- Concern for flooding of Alvescot Field Farm as water currently runs off fields over the proposed development area

Summary of responses from residents in the Carterton area

- Concerns that the flood mitigation strategy has been based on optimistic ground permeability from an inadequate sample of trial pits, overestimation of remaining green space (permeable surface) to calculate surface run off and lack of account of general water table level.
- Concerns highlighted regarding acceptability of storage ponds due to MoD concerns regarding bird strike and impracticality of alternative solutions such as storage tanks.
- Balancing ponds and attenuation tanks are unlikely to provide a viable solution to the increased surface water volume as a result of the extensive area involved
- There is considerable silting of the Shill Brook and no financed programme for clearance now or in the future, heightening flood risk
- The major access off Upavon Way dissects an MoD attenuation facility which protects RAF Brize Norton and downstream villages from flooding
- Concern that the development could be cut off if the main access bridge over the Shill Brook flooded
- The development would create a separate community/town physically removed from Carterton, too far from facilities– people would be more likely to drive than walk
- Lack of public transport – how would new bus routes be put in place and maintained
- Huge increase in road traffic on local roads not suitable for widening
- Majority of traffic generated would go east through Carterton on way to A40 - a road link would be required to link this area to the A40.
- Concern regarding traffic using the road between Alvescot and Shilton to access the A40 via Stonelands (despite no direct access proposed to this road)
- Concerns raised with the transport assessment regarding traffic generation (too low), traffic distribution, wider impacts of traffic (such as at Bampton, Tadpole Bridge and junction with the A420), lack of accident data for surrounding villages and effectiveness and effects of proposed highway improvements
- Traffic going to Swindon will create traffic problems through Kencot and Filkins and congestion in Lechlade. There is insufficient space for the required junction improvements in Filkins.
- Additional traffic through the Carterton will cause problems such as at Carr Avenue, Corbett Road and Milestone Road with traffic calming on Alvescot Road. Concern over increase in traffic on Upavon Way and relationship with MoD proposal to replace underpass with a level crossing
- Traffic calming on Alvescot Road to the centre of Carterton would increase noise and greenhouse gas pollution
- The new access and bridge across the Shill Brook from Upavon Way and access onto Alvescot Road will be unsafe
- The proposed development cuts across a public right of way which should be maintained
- Extension of bridleway from Kilkenny Lane Country Park to the development site sought
- The Carterton Landscape Assessment 2009 states that the Shill Brook valley and Alvescot Downs not suitable for development in landscape/visual terms
- The land is an Area of High Landscape Value

Summary of responses from residents in the Carterton area

- The Shill Brook is a natural buffer and soft edge to the town. Alvescot Downs is a tranquil and rural area unaffected by urban influences, renowned for wildlife and enjoyed by many local residents - development would not preserve, complement or respect the character and identity of the area in direct opposition to the aims of the Local Development Framework.
- The site is home to a variety of wildlife – badgers, roe and muntjac deer, brown hare, neck mice, skylarks, buzzards, hawks, woodpeckers, wagtails, barn owls and bats seen on the site. Much of the wildlife lives on Alvescot Downs not in the Shill Brook area.
- Properties at Kenn's Farm, notably 19th century barns, have been noted as of having architectural and historical interest and 'worthy of retention'
- Land near to a water sources has been settled in historic times – a Romano British drying oven was revealed in a dig in 2002 it is unlikely this is an isolated find - will an archaeological assessment be carried out?
- The biodiversity of the Shill Brook valley will not be enhanced. Its ecological value and is likely to be adversely affected by increased activity, disruption and pollution through building activity, flood mitigation measures and new homes on Upavon Way – turning it into a suburban park
- This is an intrusion into countryside extremely exposed to view. There would be direct visual impacts on the Conservation Areas of both Shilton to the north and Alvescot to the south. Landscaping will not conceal the development and would itself be an intrusion.
- Roads within the development and surrounding will need to be adequately lit introducing severe light pollution and significant visual impact
- Significant need for new infrastructure represents an uneconomic and unsustainable level of development unable to deliver wider community benefits
- The site could accommodate the 1,000 homes sought plus a further 1,000 homes.
- Development beyond the natural and physical boundary of the Shill Brook paves the way for the unlimited expansion of Carterton towards Kencot Airfield
- The development site is almost directly under the flight path for RAF Brize Norton and the site falls into a Noise Exposure Category where planning permission should be refused. Whilst new aircraft will be quieter they will not be quiet.
- A cemetery was not granted planning permission on the site a few years ago due to ground conditions and drainage
- The site is a large area of good farmland - with concerns regarding food security land should be used for food production or biofuels
- Part of the site is a former refuse tip which closed in 1974 and would have operated without modern safeguards (e.g. clay lining)
- The sewage pumping station at Alvescot Road was overloaded during the floods of 2007 and sewage leaked into the Shill Brook. Sewer treatment works and network will need upgrading which will be expensive given the fall of the land. A reedbed approach is not suitable for such a large development.

East Carterton Option

- Road links to the A40/Witney without the need to pass through Carterton for commuting and shopping

Summary of responses from residents in the Carterton area

- Easier to integrate as "part of Carterton" with good access (road, footpath/cycle and bus services) to central Carterton and other amenities based around Shilton Park (health centre, community centre, shops and leisure centre) and the RAF Base
- Adjacent/related to an urban area, already subject to urban influences with no clear break between Carterton and Brize Norton and does not cross a natural barrier (Shill Brook)
- Site bounded on all sides by roads which would make further encroachment onto the surrounding countryside difficult and inappropriate
- Monahan Way would provide a natural northern boundary for any development in this area
- The Eastern option would fill the green space between Carterton and Brize Norton but as this is now a relatively small area of a few fields is not viable for agriculture
- Maintains a decent buffer between it and Brize Norton village
- Less environmental impact and not as visible as Alvescot Downs.

Carterton North

- North has advantages in terms of access, flood risk and building onto existing development
- Development to the north would be within easy access to the A40 (not via Carterton) and to new facilities at Shilton Park and elsewhere in the town
- Support for a smaller development to the north of Carterton that builds next to existing development, could be achieved sensitively and would not affect any villages
- New properties to the north of the town would not impinge on western or eastern villages (including through traffic),
- Not under the Brize Norton flight path, aircraft noise would not be a problem
- The quarry is not a constraint to development to the north

Response from Brize Norton residents

There were 93 responses from Brize Norton residents. The main issue was the impact upon the village from further growth of Carterton outside its town boundaries. Most objected to a strategic development area for Carterton in principle, irrespective of location, arguing that growth on this scale was inappropriate but given a choice between east or west, there were 53 responses stating a preference for Carterton West.

In addition a petition was received (sent to David Cameron MP) signed by 243 Brize Norton residents which opposed the expansion of Carterton, particularly to the east.

General Comments

- Further development of this scale in the Carterton area is neither necessary nor appropriate. It is all about finance. The town is already over-developed. The separate identity of nearby villages should be protected.
- If the Council intends to breach its' own local plan what is the point of having policies? Properties have been purchased on the basis of Council assurances.

Summary of responses from residents in the Carterton area

- Further large scale development is at odds with the vision 'to meet the needs of West Oxfordshire's communities without significant change to the intrinsic character of the District'. A major expansion to affect either Brize Norton or Alvescot is the single most drastic and damaging change to the intrinsic character of those particular communities that you could make. Vast soulless estates do nothing for the nine identified priorities for action. Smaller communities can best deliver the Big Society.
- Government housing targets no longer apply.
- Insufficient account has been taken of windfalls.
- WODC seems to have a 'build and then see what happens' approach.
- Strategy does not represent spatial needs of the District.
- Although larger developments produce more planning gain, the additional houses should be more dispersed to smaller sites to help meet the needs of other communities (including Brize Norton) and to help retain local services. The environmental impact of new development upon existing communities should be reduced. There are sites in other locations that could take development.
- Why is Chipping Norton protected? There is a new hospital and new shops proposed there. There should be further development at Chipping Norton and at other places such as Charlbury, Long Hanborough and Woodstock.
- Who will get the S106 money? – Carterton or the surrounding villages? The villages are the losers.
- Witney has better infrastructure than Carterton therefore should take a greater share of the new houses.
- Support for Downs Road/A40 junction.
- Witney is in danger of losing its character.
- Carterton does not have a proper town centre. It will never attract retailers like Witney – it is too close to Witney.
- Carterton will reach its target of 20,000 population without further major expansion.
- A40 already badly congested – journeys to Oxford can take a long time.
- Carterton has no access to the railway – other places do.
- Why add to climate change with all this extra traffic trying to reach Oxford or Swindon.
- Already the worst area for access by emergency services – how will the services cope with the extra population? Carterton health facilities already stretched.
- Carterton does not have adequate infrastructure for the existing population. Not enough thought has been given to this issue.
- Anti-social problems have increased – there is nothing for youths to do.
- Infrastructure, especially roads, must be improved before any further development. Roads already falling to pieces. Numbers of HGVs increasing. New roads should remove traffic/HGVs from villages. Difficult for elderly to cross roads to reach bus stops.
- More account should be taken of RAF Brize Norton expansion and commuting by Lyneham personnel.
- Shilton Park has created drainage and traffic problems. The Carterton A40 Link Road has not decreased traffic through Brize Norton. Difficult for residents to exit their drives onto Manor Road.

Summary of responses from residents in the Carterton area

- Need a good mix of housing – need affordable family housing. What is meant by housing for older people?
- There are plenty of houses for sale in Carterton. There is enough social housing.
- Strategy is more concerned about housing than employment – where will the new residents work? Industrial units have remained empty for a long time. There is a lack of jobs/well paid jobs in Carterton – commuting will increase along with traffic problems. People only buy houses in Carterton because they are cheaper than elsewhere – it is a dormitory town. Houses should be built closer to jobs.
- Transport and telecommunication infrastructure needs to be improved to help the local economy.
- North and/or west options should be pursued. The David Wilson Homes proposal should be seriously considered.
- Agree with the decision to reject the north option.
- There are plenty of sites within the town eg MoD land, vacant employment land. Not all the MoD land will be needed by RAF Lyneham families as many will not move to Carterton.
- Development does not benefit nature conservation.
- No primary school capacity on eastern side of Carterton although there is capacity on the western side.
- Many people affected by the proposals cannot access the internet.

East Carterton Option

- This is the short-sighted option.
- Brize Norton should remain a stand alone historic village as recorded in the Domesday Book. It should not be absorbed into Carterton town. Villages have fields separating them from other settlements.
- Brize Norton suffered enough from the Shilton Park development – has it to suffer even more? Need to sort out problems from recent new housing before considering more growth. There have been no benefits to Brize Norton from the Shilton Park development.
- What happened to the promise to keep Monahan Way as the buffer between Carterton and Brize Norton? Promises don't last long.
- This area is physically separated from Carterton beyond the physical barrier of Monahan Way.
- This option affects a village the most.
- See the Sustainability Appraisal and the negative impacts of development in this area.
- Policy CS2 says Brize Norton is suitable for 'limited new development' – not 1,000 houses.
- Carterton town centre will not longer be the centre of the town as the geographical centre moves east.
- This is only a small area to cram in all the development proposed – it will result in high density urban sprawl. Very likely to be housing only.
- Impact of aircraft noise, especially engine testing at night. Noise and smell of aircraft fuel is on the increase.
- Will lose open views across fields from Burford Road properties. As the land rises up above Burford Road existing properties will look out to a rising sea of houses with loss of privacy - there will be no buffer. New trees planted lower

Summary of responses from residents in the Carterton area

down will not screen the development. New houses will be at a higher level than RAF Brize Norton.

- Extension of the country park will not provide a sufficient green buffer for the village.
- Part of area is already subject to flooding. Development will cause more flooding in Brize Norton village as these fields are built over (these act as soakaways for Shilton Park). We have no faith in WODC promises on flooding prevention.
- Brize Norton sewerage system will not be able to cope – cannot cope now.
- Already traffic problems in area. Carterton traffic still travels through Brize Norton village rather than queuing at the A40 slip road/Ducklington Lane at Witney.
- Station Road, Brize Norton, has severe traffic problems, especially past the primary school. Traffic uses this route to access the Viscount Court Industrial Estate and the A420 to bypass A40 congestion. There are no proposals to address these problems.
- Brize Norton school has no capacity to take children from the new development.
- Brize Norton church (listed) already suffers from traffic vibration.
- This land should be used for recreation, sports and allotments plus woodland.
- What will happen to the wildlife that lives in this area?
- Impact upon popular public footpath across site.
- We chose to live in a village not a town so we do not want to be merged with Carterton. Will adversely affect the local community.

West Carterton Option

- This is the long-sighted option (if any further growth is necessary).
- Will affect less people.
- More land available for development than to the limited area to the east. Can accommodate new employment, school, allotments, cemetery etc.
- Why not build on the old airfield?
- Will provide a better setting for new development.
- Not near aircraft hangers.
- Will balance Carterton better rather than yet more growth to the east.
- Good access to Swindon and M4. Will help balance the overcrowded roads to the east.
- Will help provide reasonably priced housing for people working in the Swindon area.
- Close to town centre. New residents more likely to shop there than in Witney.
- Close to primary schools with falling rolls. Close to Community College.
- Limited visual impact for existing residents.
- Will not result in coalescence with a village.
- Will not increase flooding.
- Shill Brook valley could be made accessible for all.
- Will be more expensive than the east option.
- (Stonelands resident) - This option is particularly distasteful – it will create a separate town. The Shill Brook Valley should be protected. Adverse impact upon Alvescot and Shilton. Traffic will pass through Carterton and add to traffic problems.

Response from residents in Shilton/Burford area

There were 58 responses – 3 from Burford, 1 from Holwell, 1 from Bradwell Village and 54 from Shilton (including 5 each from two properties in Shilton). 21 comments related to the Core Strategy in general.

Of these responses 33 objected to Carterton expansion in principle (with one supporting), 17 objected to the West option (one support) and 4 objected to the East option (with 6 supporting if development is necessary). Development to the north of Carterton was objected to in 15 responses (with one in support).

General Comments including the consultation process

- More transparency please
- Public Consultation has not included members of the public
- WODC is out of touch with the wishes of people in villages
- CTC/WODC only promoting development to get developers' money
- WODC shouldn't be helping Carterton in the annexation of parts of neighbouring parishes
- The Council thinks that it's correct to act to the detriment of Shilton
- Carterton residents have not been properly consulted
- The Core Strategy's first priority should be to improve the existing infrastructure, facilities and environment rather than to build houses
- Policy CS2c doesn't offer the same level of protection that Local Plan Policies NE2, NE3, BE1, BE4, BE5 did
- Strategy should safeguard countryside from suburbanisation
- The countryside should be protected
- Housing should be developed where needed and where people work
- Why single out Carterton when Chipping Norton, Eynsham and Hanborough escape? Development should be shared fairly and appropriately and built in sympathy with the local area
- Housing distribution takes no account of the ability of rural areas to absorb additional development
- Contribution of housing on windfall sites should be considered and included within the Core Strategy
- How has any housing figure been determined?
- No proof that the overall housing figure is needed

Carterton options

- Carterton expansion – 1 support, 33 object
- West option – 1 support, 17 object
- North option – 1 support (if necessary), 15 object
- East option – 6 support (if necessary), 4 object
- Main issues raised:
 - Already inadequate road links and parking that would be unable to cope with further development
 - No need or proven need for further housing in Carterton
 - Carterton expansion will increase risk of flooding
 - Lack of employment opportunities in Carterton

Summary of responses from residents in the Carterton area

- There is adequate space within Carterton's existing boundary for additional new housing
- Carterton's expansion would damage the identities/settings of surrounding villages – their identities should be protected
- Shilton Dip will become even more dangerous if Carterton expands
- Other issues:
 - inadequate facilities/amenities/services;
 - light pollution and visual intrusion;
 - Carterton West has an old rubbish dump (health hazard);
 - impact on the Shill Valley;
 - aircraft noise;
 - destruction of valuable farmland;
 - contrary to Local Plan policies;
 - A40 link road should be extended westward;
 - new residents would use unsustainable modes of travel;
 - instead of 1,000 houses in Carterton, build 400 in the surrounding villages;
 - regardless of S106 monies there will be ongoing costs associated with any major Carterton development;
 - where will new businesses come from to employ new residents?
 - object to the 200 houses already planned north of Carterton;
 - Carterton is badly served by public transport;
 - development North or West of Carterton will eat into existing green buffers;
 - Core Strategy should define buffer zones to protect villages and parishes around Carterton;
 - regardless of any expansion to Carterton, any new development in Alvescot, Brize Norton or Shilton should be preceded by improvements to the local road network;
 - development of 1,000+ houses will put too much strain on a sewage network that is already borderline insufficient.

Response from Aston and Bampton residents

Four residents from Bampton and one from Aston responded to the consultation.

General Comments

- Housing target should be higher as demand exceeds supply. Need more affordable housing. Lack of accommodation will impact upon the local economy as businesses will not be able to find the workforce.
- Two strategic sites at both Witney and Carterton should be allocated (1).
- Brownfield sites should be used before Greenfield.
- Fully support the Cogges Link Road – no further growth without this. Need park and ride near main bus routes to help reduce A40 congestion.

Carterton Options

- Why is this level of development necessary?
- Why has the north option been discounted?
- Infrastructure to east and north is best.
- Opposed to growth at Carterton because of poor infrastructure.

Summary of responses from residents in the Carterton area

- Object to east option because of impact upon Brize Norton residents and village setting, will increase the rat-run to the A420 and impact upon both Brize Norton and Bampton residents (1).
- Of the two options, east is preferable as it is nearer the town centre and good for cycling, land near Carterton Road has its rural aspect destroyed by the airfield, area is closer to main bus routes, A40 and Witney town centre (1).
- While Monahan Way was designed to provide a clear edge to the east, Upavon Way is a clear edge to the west with Shill Brook as a natural boundary. This boundary would need to be crossed. It is uphill to the town centre. Land to the west of the Shill Brook is unspoilt and further from the main roads and bus services.
- Fear of further flooding.
- Building should be on sites within Carterton only, no development on surrounding land (2)

Response from Black Bourton and Clanfield residents

Twenty three residents from Black Bourton and 25 residents from Clanfield responded to the consultation. General concern was expressed about the impact of further growth at Carterton upon the surrounding area. Given a choice, thirteen of the responses from Black Bourton and eleven from Clanfield explicitly expressed a preference for the east option rather than the west. Nine expressed a preference for development to the north either instead of or in conjunction with some development to the east. One Clanfield resident has provided a landscape assessment of both Carterton options and of the David Wilson Homes scheme.

General Comments

- Need to focus more on the quality of life of both new and existing residents.
- Strategy is outdated – WODC needs to move with the times. Is housing target valid?
- No expansion of Carterton outside the town boundary – use sites within the town. Carterton has expanded enough.
- Sites within Carterton should be developed first before any expansion.
- Dispersal of housing is a better strategy.
- Green buffer between Carterton and villages under threat.
- Further major growth at Carterton would be an environmental disaster.
- Should be small development sites rather than large developments.
- Housing is needed for the younger generation but not where you propose.
- Carterton already a mish mash of development. Further growth will be a disaster.
- Shilton Park was supposed to bring benefits – where are they? eg. improvements to the town centre? This development has only caused problems and has created a separate community. Is another needed?
- Broadshires Health Centre already overloaded.
- Need provision for Carterton cemetery. Existing cemetery causes traffic problems.
- Black Bourton receives Carterton's sewerage but cannot connect to sewage works.

Summary of responses from residents in the Carterton area

- Foolish to build in locations where run-off will cause flooding problems. Villages downstream of Carterton will suffer – already suffered badly in 2007.
- Roads around Carterton cannot take more traffic. Road improvements will erode the countryside.
- A40 problems must be addressed – need a bit of vision (rail/tram?), remove traffic lights, build link to A34.
- Need a proper Thames road crossing.
- Increased development will be a problem for Carterton's infrastructure.
- Need improved infrastructure before any further large-scale development.
- Don't overload the countryside with more and more houses.
- Current plans are over-ambitious and over-estimate the need for new housing.
- Need for more houses because of the personnel transfer from RAF Lyneham – must be fully informed of MoD plans first before considering further growth.
- Where will new residents work? Businesses do not want to move to Carterton.
- Should seriously consider the David Wilson Homes scheme.
- Further expansion to the north as proposed by David Wilson Homes will be prominent from Shilton Road/Shilton village.
- Witney is expanding too quickly – already bloated (although good quality development and great shopping).
- Should be more development at Chipping Norton.
- Keep car parking free.

Carterton Options

- Overall vision, strategy and objectives are fine but not compatible with the Carterton West option.
- Neither east nor west option is acceptable.
- Both options will increase traffic, noise and congestion in local villages.
- Local roads are poorly maintained and sub-standard.
- A40 bound traffic from the west option will pass through Carterton. A420 bound traffic will increase through Alvescot, Black Bourton and Bampton. Traffic will increase through Bampton and Clanfield (A4095) and Filkins. Traffic speed already a problem.
- Loss of agricultural land needed for future food production.
- Loss of yet more wildlife habitats.
- Of the two options, east is preferable as it is a more natural addition than west, it is closer to the town boundaries and town facilities and employment, traffic will not pass through the town, it will encroach less into open countryside, it is further away from the runway, it will have less environmental impact and will not encroach upon the floodplains and water meadows of the Shill Brook.
- Development to the west will destroy an area of unspoilt downland with wildlife sites and nature conservation target area. This area of countryside is enjoyed by local families. Development here would be isolated from Carterton with more expensive infrastructure required. Not within walking distance of the town centre. Poor public transport. Land has a high water table and there will be more flooding downstream with increased run-off. Suffers from aircraft noise including night flights.
- The west option opens up the potential for unconstrained development in this area.

- The plateau forming the west option is open and treeless. Soils are thin. Urban development on this very open rural site is inappropriate because it would be highly visible for many years and will have a long term major negative impact upon the wider rural landscape. Estate lighting would impact upon the Shilton Conservation Area.
- The east option is sloping land with edge of town character. It is surrounded by development and contained within the wider landscape. The amount of development here could be reduced if the David Wilson Homes option is pursued.
- The impact upon the wider landscape and upon Shilton of the David Wilson Homes option would not be significantly different from that created by the approved scheme (local plan allocation). With some revisions this scheme would be far less intrusive than the east and west options.

Response from Filkins and Broughton Poggs residents

41 residents from Filkins and Broughton Poggs made representations on the Draft Core Strategy, all of whom commented on the proposals for Carterton and almost all of whom referred to the implications of the town's expansion on their villages. (Traffic was by far the biggest issue raised.)

Many of the responses explicitly stated that there should be no further outward expansion of Carterton but did then put forward their preferred approach if growth had to take place here, often giving a number of options.

23 objected to Carterton West; 1 favoured it.

9 objected to Carterton East; 13 favoured it.

7 favoured development to the north of Carterton or felt it should be considered.

Need for growth at Carterton

- No independent study undertaken to demonstrate the amount of additional housing needed
- Poor justification set out for growth
- Carterton does not require this scale of extra housing
- A pressing need for more homes. Carterton an obvious area for expansion, subject to a number of provisos
- Support strategy. Need new homes, especially for first-time buyers. Better to add to modern Carterton, than damage our very special surrounding villages
- Affordable housing and housing for elderly is needed. This best located close to the town's services and facilities
- Numerous houses on market in town, many of which are relatively low priced – question need for further housing, including need for more affordable housing

Assessment/implications of Carterton's growth

- No consideration has been given to the impact on surrounding villages, environment and flooding
- No assessment given to traffic increases
- No assessment made of implications of RAF Lyneham's re-location

Summary of responses from residents in the Carterton area

- Any direction of growth will lead to increases in traffic on unsuitable small rural roads
- A40 and A361 (at Lechlade) cannot cope with existing traffic – further development will exacerbate this situation
- Buses along A40 add to congestion
- Carterton's infrastructure, transport links, town centre and facilities totally inadequate to cope with growth
- Secondary school has falling roles. Shilton Park development resulted in less primary school children in existing schools
- Poor connections to A40, particularly towards Cheltenham
- Insufficient local jobs – people will need to travel to Swindon, Witney and Oxford
- Large scale expansion of Carterton will result in a dormitory town for Oxford or Swindon
- Large scale estates are contrary to sustainable development – soulless and lack community
- Need better access to principal main roads
- Expansion will put much pressure on surrounding villages
- Villages have wonderful communities of people who contribute greatly to the area. WODC should be proud of this and should not allow the area to be ruined by selfish, poorly thought-out ideas of a minority who do not even live in the area
- The strategy for Carterton seems more concerned with meeting the needs of RAF personnel, than meeting the needs of locals
- Carterton is a new town with no historic or architectural merit – appalled that it is proposed for expansion
- Expansion will spoil the most beautiful part of the UK
- Development will destroy the beauty and character of the area
- Any development should be as far away as possible from the airfield

*Direction of growth:**West Carterton option*

- Shill Brook Valley is a natural boundary this should be the western edge of the town
- Development would spoil Shill Brook Valley a much used piece of local countryside. Loss of important habitat.
- Planned bridge over Shill Brook is incongruous in this rural location and expensive
- Urban sprawl across Alvescot Downs
- Loss of beautiful countryside and visual disaster
- Loss of agricultural land
- Too close to flight path – noise issues
- Will increase flood risk
- Unethical and unsafe (eg increase of traffic near village schools)
- Long distance from town centre so will not benefit town Will encourage car journeys to town centre
- So far from town that it will be a separate satellite. Western expansion will funnel traffic through Carterton or out to A361

Summary of responses from residents in the Carterton area

- B4477 in Filkins already experiencing a large increase in traffic, both private and commercial. Road network inadequate for this volume of traffic, notably the narrow corner at Kencot and Broughton Poggs Bridge. Bridge at Broughton Poggs suffering. Situation will be exacerbated if Carterton expands.
- Traffic issues will be made worse by the relocation of RAF Lyneham
- Need to have improvements to A361/Broughton Poggs junction (eg lighting, roundabout) and the controlling of vehicle speeds on the Carterton-Lechlade route through Filkins. Plus traffic management improvements eg exclude HGVs, speed enforcement, chicanes
- Impacts on Shilton, Alvescot, Kencot, Broadwell and Filkins (many with Conservation Areas), especially the beauty of these villages and the unspoilt scenery around them. No benefits for villages – irrevocable change
- Western area has the potential for even more new homes than that stated in consultation
- Western expansion will virtually eliminate Alvescot. In time will ‘swallow up’ other villages, including Filkins. The loss of a rural way of life.
- Filkins will need a bypass

East Carterton option

- Easy access to A40
- Best location in terms of access to Oxford, Witney and Cheltenham, particularly if Minster Road upgraded
- Closest to existing town facilities
- Closest to facilities at Shilton Park and link road
- Near to RAF Brize Norton and to Witney
- Infrastructure is already in place
- A more natural area to develop
- Eastern expansion is more contained and less invasive and less likely to lead to further growth in the future
- Brize Norton is already compromised by Carterton and the airbase
- Will engulf Brize Norton. Will destroy this old and distinctive community, threatening the character of the area

Carterton North

- Proposals for northern development should have been included in consultation
- Development close to quarry is not acceptable
- Least worst option, especially as quarry will only be in use for another 5/6 years.
- Far less drawbacks than West and East, particularly if a quality access route to A40 provided
- This area allows best dispersal of traffic
- As a large number of people commute to Oxford development should take place close to A40.
- Land to the north will allow use of facilities at Shilton Park
- Reconsider small scale extension in this area

Alternative options

- Should spread new housing throughout West Oxfordshire – will enhance existing communities and help local employment
- Infill within existing town and increase density
- Redevelopment existing housing of town at a higher density
- Make MOD housing available on the open market
- No expansion outside the town's boundaries
- No expansion until all brownfield sites within the town are developed
- Develop brownfield sites (eg in Filkins and other smaller communities) – new residents become better integrated
- If have to expand, go west, east and north but only with small sites
- Expand Shilton Park
- Consider the potential for development south of the A40, west of Minster Road, with Carterton East becoming the area for much needed facilities and Minster Road being upgraded
- If need homes have small scale expansion of Carterton and dispersal throughout West Oxfordshire
- Other towns and villages should take some growth
- Growth at Carterton should be re-directed to Witney where there are the existing infrastructure and facilities to support it
- Focus should first be on enhancing the town centre with housing, shops and offices facilities
- Improved transport system and facilities should be in place before any new housing eg west bound slips on B4477 junction with A40, supermarkets, cinema and fire-station

Other comments

- Should consider providing a railway between Carterton to Witney and then onto Oxford
- RAF Brize Norton will get a lot busier once RAF Lyneham relocated. Noise will also increase at all hours. Base to become home for jet transport aircraft
- Current foreign involvement means transport hub is key to RAF Brize Norton. Political decisions may change
- Provide more affordable housing in Filkins – these will support local facilities
- Aircraft currently flies over Filkins – should fly around
- Need to have plans in place to make improvements to existing housing stock
- Core Strategy fails to identify the poor quality of shopping and central amenities of town
- Carterton town centre must be enhanced – needs more shops and offices and a large supermarket
- Town needs to attract middle-class shoppers
- Carterton does not need another supermarket
- No demand for extra shops or businesses in the town centre
- Area of land opposite the gates to the Base should be the focal point for the town with supermarket, hotels, restaurants, pubs, parking and entertainment, including cinema – development of a bold new civic centre
- Carterton is not a pleasant place to live: noise, poor low density housing of no architectural merit

Summary of responses from residents in the Carterton area

- Disagree with antagonism towards car use. Cars are needed as public transport and cycle routes cannot be the solution. Most people will not be prepared to walk more than a mile.
- More car parks are needed
- Agree with overall concept of planning to maintain distinctive character, whilst developing opportunities for appropriate growth
- Overall Core Strategy vision and strategy identifies 'promoting a strong local economy' and 'enhancing our environment'. These are mutually incompatible objectives. Which one wins out?

Response from Broadwell/Kencot/Langford residents

There were 58 responses – 31 from Broadwell, 21 from Kencot, 5 from Langford and 1 from Grafton. All responses received were commenting specifically on Carterton and its neighbouring villages rather than the Core Strategy in general.

40 residents were of the opinion that no further growth was required or desirable at Carterton. Their reasons included:

- there is no proven need for further housing at Carterton
- there are few local employment opportunities even for the existing residents
- local roads are inadequate, dangerous and couldn't support additional traffic
- Carterton is already too big for the existing facilities – additional shops, doctors, dentists and schools are already needed
- traffic problems on already inadequate roads will worsen
- further development could be accommodated on sites within the town's existing boundaries.

However, if expansion of the town was found to be necessary, 29 of the responses preferred growth to the east only, 10 to the north or the east, 6 to the north only with one preferring the west option.

West Carterton option

33 responses objected to expansion to the west of Carterton and one thought that it was the best option if growth was necessary.

- The main reason (22 responses) for objecting to development to the west related to the increased risk of flooding that this would bring, both to the immediate area of the Shill Brook valley and to the nearby villages that were already susceptible to flooding. Some also thought that, as well as being a complex and expensive operation, the creation of balancing ponds would further increase this risk and would also present a threat to children and animals.
- Several people criticised the location of the proposed western expansion, noting that it:
 - is in open countryside and would destroy agricultural land, the natural beauty of the area and wildlife sites
 - is too far from the centre and would become a satellite town
 - is too large and not a contained area – housing could spread further west
 - Shill Brook and Upavon Way form natural and logical western boundaries
- Increased traffic was also an issue associated with expansion to the west:

Summary of responses from residents in the Carterton area

- would create additional traffic on a dangerous and inadequate local road network, causing further congestion, danger and pressure on local villages which would be used as ‘rat-runs’
- because the proposed development is so far from the town centre, people would use their cars, rather than walk or cycle
- It was also felt that the development in the Shill Valley would bring Carterton closer to the neighbouring villages which would lose their identities
- Other objections to the west of Carterton option: it would encounter sewage problems, it would require expensive lighting for safety at night, is too close to RAF Brize Norton’s flight path, is the furthest scheme from the A40, is the furthest scheme from the airfield and the park area around Shill Brook will become ‘nasty’.

East Carterton option

Comments in favour of development to the east of Carterton included:

- offers easy access to existing schools and facilities
- has a good existing road layout
- logical complement to the town, within natural boundaries
- doesn’t destroy the countryside
- better connected to Witney and the A40
- less likely to cause flooding
- wouldn’t result in additional traffic congestion in Carterton
- less impact on surrounding villages.

Carterton North

Comments in favour of development north of Carterton included:

- infrastructure is already in place
- offers the possibility of a direct road connection to the town centre
- has no impact on neighbouring settlements
- traffic would run north, directly to the A40
- lesser flood impact on neighbouring communities
- already 200 homes permitted here – this could easily be extended

Other general comments

- Carterton cannot sustain an additional 1,300 homes
- surrounding villages have already been badly affected by Carterton’s recent population increases
- there is suitable land for development elsewhere
- expansion at Carterton will not benefit existing residents or their neighbours
- the choices of possible development areas seem to be dictated by land ownership rather than good planning
- insufficient priority has been given to arriving at a sustainable solution to growth
- Carterton debate needs to be more open and properly informed
- why not develop around Chipping Norton?
- shouldn’t expand just for the sake of it
- Carterton Town Council’s aspirations should not be to the detriment of rural communities

Summary of responses from residents in the Carterton area

- it is good that WODC is considering the future requirement for housing, schools, employment and attendant infrastructure
- why not a joint venture with the MoD to build on existing MoD land?
- is there a possibility of a light rail link?
- will the A40 junction be remodelled to allow access east and west?
- worried about the development of RAF Brize Norton and sceptical about claims for reduced aircraft noise
- WODC should oppose development of RAF Brize Norton on environmental grounds.