West Oxfordshire
Draft Infrastructure Delivery Plan (IDP)

October 2012
1. **INTRODUCTION**

1.1 This draft Infrastructure Delivery Plan (IDP) has been prepared in support of the emerging West Oxfordshire Local Plan and seeks to identify the infrastructure that is needed to support future growth in the District.

1.2 By ‘infrastructure’ we mean essential services and facilities such as schools, roads, water, gas and electricity and open space.

*Figure 1 – Typical Infrastructure Types*

1.3 New development often puts existing infrastructure under pressure, creating a need for new or improved facilities to be provided. A good example would be a new housing development proposed where the nearest school is already full. In this case, either the school would need to be expanded or if the development was large enough, a new school might need to be provided.

1.4 The main purpose of the IDP is to consider the amount, type and location of growth set out in the draft Local Plan and to identify the infrastructure needed to support it.
Why prepare the IDP?

1.5 The importance of robust infrastructure planning is emphasised in the National Planning Policy Framework (NPPF) which states that:

Local planning authorities should work with other authorities and providers to:

- assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and

- take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.

1.6 The NPPF emphasises the importance of identifying and co-ordinating development requirements, including the provision of infrastructure. Planned infrastructure should be delivered in a timely fashion and local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development.

1.7 As well as meeting the requirements of the NPPF, there are a number of other sound reasons for preparing an infrastructure plan. Firstly, it represents a ‘pro-active’ rather than a ‘reactive’ approach so that instead of waiting for a development to come forward and then trying to work out what infrastructure is needed to support it, the IDP adopts a ‘forward looking’ perspective, identifying future requirements in advance of development taking place.

1.8 Preparing the IDP also gives developers and landowners a greater degree of certainty about what the Council expects from new development and provides local communities with greater reassurance that new development will not have an unreasonable impact on existing services and facilities in their local area.

1.9 It also helps infrastructure providers and their business and investment planning by providing certainty about the development that is expected to come forward and the infrastructure needed to support it.

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1 National Planning Policy Framework (March 2012)
1.10 Preparing an infrastructure plan also helps to demonstrate the ‘deliverability’ of development proposals. For example, whilst a potential development may be acceptable in all respects, if the infrastructure needed to bring it forward is extremely complex and costly it may render the scheme undeliverable.

**How has the IDP been prepared?**

1.11 The IDP has been prepared by West Oxfordshire District Council through a process of ongoing engagement and dialogue with key stakeholders including Oxfordshire County Council, Thames Water, various utility providers, NHS Oxfordshire and bus and rail providers.

1.12 Discussions on wider ‘sub-regional’ infrastructure requirements have also taken place with other Oxfordshire local authorities through the Oxfordshire Spatial Planning and Infrastructure Partnership (SPIP) and with the Oxfordshire Local Enterprise Partnership (LEP) as part of the refresh of the Oxfordshire Local Investment Plan (LIP).

1.13 There will be further dialogue as the IDP is subject to consultation alongside the draft Local Plan.

**Is the IDP something new?**

1.14 Although this is the first IDP for West Oxfordshire it has not been started from scratch. It builds on previous discussions with infrastructure providers during the early development of the Local Plan and also reflects the Oxfordshire Local Investment Plan (LIP) March 2010 prepared by the Oxfordshire Spatial Planning and Infrastructure Partnership (SPIP).³

1.15 The IDP has also been informed to some extent by the South East Plan (2009) which remains a material consideration and highlights a number of infrastructure projects necessary to deliver growth including in particular transport improvements to unlock major growth.

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³ See [www.oxford.gov.uk/Direct/OxfordshireLocalInvestmentPlan.pdf](http://www.oxford.gov.uk/Direct/OxfordshireLocalInvestmentPlan.pdf)

³ Similar to [www.oxfordshirepartnership.org.uk/wps/wcm/connect/occ/OxfordshirePartnership/Partnerships/Spatial+Planning+and+Infrastructure+Partnership/](http://www.oxfordshirepartnership.org.uk/wps/wcm/connect/occ/OxfordshirePartnership/Partnerships/Spatial+Planning+and+Infrastructure+Partnership/)
What status does the IDP have and how will it be used?

1.16 The IDP forms part of the evidence base underpinning the emerging Local Plan. Whilst it does not form part of the plan itself, it helps to identify the infrastructure that will be needed to support future growth.

1.17 The IDP will in due course form part of the evidence base needed to introduce the Community Infrastructure Levy (CIL) in West Oxfordshire. CIL is essentially a charge levied on new buildings and extensions according to their floor area. The money paid by the developer can then be spent on new infrastructure.

1.18 As it is further developed, the IDP will help to identify the total cost of the infrastructure that is needed and the size of the ‘funding gap’ to deliver it. This will help the Council to decide on what charge (£m²) it should place on new development, whilst having regard to issues of viability and deliverability.

Updating the IDP

1.19 The IDP will be updated as more information becomes available, schemes are completed or new infrastructure requirements are identified. A revised version will be published alongside the proposed submission draft Local Plan in spring 2013.

1.20 The IDP will be updated annually, probably through the Council’s Annual Monitoring Report (AMR). The AMR looks at development that has been completed within a specified monitoring period, currently 1st March – 31st April.
2. WHAT DO WE MEAN BY INFRASTRUCTURE?

2.1 In this section we explain in more detail what we mean by the term ‘infrastructure’ and how it is funded and provided.

What is infrastructure?

2.2 ‘Infrastructure’ is a generic term used to refer to the broad range of services and facilities needed to support society. It includes everything from health care to transport and from education to open space. For ease of reference, the IDP considers three main categories:

- Physical Infrastructure
- Social Infrastructure
- Green Infrastructure

2.3 These are broken down further in Table 1 overleaf.
Table 1 – Infrastructure Types and Relevant Organisations

<table>
<thead>
<tr>
<th>Category</th>
<th>Sub-Category</th>
<th>Relevant Organisations</th>
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<tbody>
<tr>
<td>Transport</td>
<td>• Highways (strategic and local)</td>
<td>Oxfordshire County Council</td>
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<td></td>
<td>• Rail services</td>
<td>Network Rail</td>
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<td></td>
<td>• Bus services</td>
<td>Rail Operators</td>
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<td></td>
<td>• Walking and cycling</td>
<td>Bus Operators</td>
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<td></td>
<td>• Community transport</td>
<td>SUSTRANS</td>
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<td></td>
<td>• Parking</td>
<td>West Oxfordshire District Council</td>
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<td></td>
<td>• Water transport (rivers and canals)</td>
<td>Oxfordshire Rural Community Council (ORCC)</td>
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<td>Water</td>
<td>• Water supply</td>
<td>Thames Water</td>
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<td></td>
<td>• Wastewater disposal and treatment</td>
<td>Environment Agency</td>
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<td></td>
<td>• Surface water drainage, flood alleviation and defence</td>
<td>West Oxfordshire District Council</td>
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<tr>
<td>Energy</td>
<td>• Gas generation and distribution</td>
<td>National Grid</td>
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<tr>
<td></td>
<td>• Electricity generation and distribution</td>
<td>Scotia Gas Networks</td>
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<td></td>
<td>• Biomass Processing</td>
<td>West and Wales Utilities</td>
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<td></td>
<td>• Decentralised, Renewable and Low Carbon Energy (including Combined Heat and Power (CHP))</td>
<td>SSE Power Distribution</td>
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<tr>
<td>Waste and Recycling</td>
<td>• Collection &amp; management (including transfer)</td>
<td>Oxfordshire County Council</td>
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<tr>
<td></td>
<td>• Re-use, Recycling, Recovery and Disposal</td>
<td>West Oxfordshire District Council</td>
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<tr>
<td>Minerals</td>
<td>• Extraction (quarries)</td>
<td>Waste Management Industry</td>
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<td></td>
<td>• Processing facilities</td>
<td>Oxfordshire County Council</td>
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<tr>
<td>Telecommunications</td>
<td>• Broadband and wireless</td>
<td>Mineral Industry</td>
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<td></td>
<td>• Mobile telephones</td>
<td>Various providers</td>
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<td>• Landlines</td>
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## 2. Social Infrastructure

<table>
<thead>
<tr>
<th>Category</th>
<th>Sub-Category</th>
<th>Relevant Organisations</th>
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<tbody>
<tr>
<td>Housing</td>
<td>• Affordable housing (including social rented and affordable rent)</td>
<td>West Oxfordshire District Council</td>
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<tr>
<td></td>
<td>• Supported accommodation (care homes, nursing homes, sheltered housing, extra-care, other supported accommodation e.g. vulnerable adults, disabilities, mental health, hostels)</td>
<td>Oxfordshire County Council</td>
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<td></td>
<td>• Gypsies, Travellers and Travelling Showpeople</td>
<td>Housing Associations</td>
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<td></td>
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<td>Other Registered Providers</td>
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<td></td>
<td></td>
<td>Care providers</td>
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<tr>
<td>Health</td>
<td>• Primary healthcare (i.e. first point of consultation e.g. GP services, health centres, dentists, ophthalmic services, pharmacy services and drug treatment centres)</td>
<td>NHS Oxfordshire</td>
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<td></td>
<td>• Community healthcare (e.g. community hospitals)</td>
<td>Oxford Health NHS Foundation Trust</td>
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<td></td>
<td>• Secondary care (i.e. services provided in or by general hospitals, acute care, outpatients clinics)</td>
<td>Oxfordshire Clinical Commissioning Group</td>
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<td>• Tertiary healthcare (specialist hospitals e.g. mental health, children’s hospital etc.)</td>
<td>Oxfordshire County Council</td>
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<tr>
<td>Public Safety</td>
<td>• Police</td>
<td>Thames Valley Police</td>
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<tr>
<td></td>
<td>• Fire and Rescue</td>
<td>Oxfordshire County Council Fire and Rescue Service</td>
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<td></td>
<td>• Ambulance</td>
<td>South Central Ambulance Service NHS Trust</td>
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<td></td>
<td>• Armed Forces</td>
<td>Ministry of Defence</td>
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<td></td>
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<td>RAF Brize Norton</td>
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<tr>
<td>Community and culture</td>
<td>• Children’s Centres</td>
<td>Oxfordshire County Council</td>
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<td></td>
<td>• Early Intervention Hubs</td>
<td>Community Groups</td>
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<td></td>
<td>• Libraries</td>
<td>West Oxfordshire District Council</td>
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<tr>
<td></td>
<td>• Community Centres</td>
<td>Town and Parish Council</td>
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<td></td>
<td></td>
<td>Local communities</td>
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</tbody>
</table>
| **Leisure and sport** | • Public Art  
• Museums/galleries  
• Theatres/arts centres  
• Registration services | Individual providers |
|----------------------|--------------------------------------------------|---------------------|
|                      | • Sports centres  
• Swimming pools  
• Outdoor sports facilities (tennis courts, sports pitches, athletics tracks, artificial pitches, bowling greens, golf courses, school and other institutional playing fields and other outdoor sports areas) | West Oxfordshire District Council  
Nexus Community  
Individual Providers |
| **Education**        | • Nursery and pre-school  
• Primary  
• Secondary  
• Special schools  
• Further & higher education  
• Adult Learning Centres | Oxfordshire County Council  
Individual Providers |
| **Social Care**      | • Child and Adult Social Care/Services  
• Day Care Services | Oxfordshire County Council |
| **Criminal Justice** | • Courts (County, Magistrates, Crown)  
• Probationary and Prison Service | National Probation Service  
Thames Valley Probation  
HM Prison Service  
Ministry for Justice |
### 3. Green Infrastructure

<table>
<thead>
<tr>
<th>Category</th>
<th>Sub-Category</th>
<th>Relevant Organisations</th>
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<tbody>
<tr>
<td>National/Regional</td>
<td>• Green Belt</td>
<td>Natural England</td>
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<tr>
<td></td>
<td>• Areas of Outstanding Natural Beauty (AONB)</td>
<td>Cotswolds AONB Conservation Board</td>
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<tr>
<td></td>
<td>• Special Areas of Conservation (SAC)</td>
<td>Forestry Commission</td>
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<td></td>
<td>• National Nature Reserves (NNR)</td>
<td>Landowners</td>
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<td></td>
<td>• Sites of Special Scientific Interest (SSSI)</td>
<td>Wildlife Trust</td>
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<td></td>
<td>• Ancient Woodlands</td>
<td>RSPB</td>
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<td></td>
<td>• Historic Parks and Gardens</td>
<td>DEFRA</td>
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<td>• National Trails</td>
<td>English Heritage</td>
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<td></td>
<td>• Long distance walking and riding routes</td>
<td>The Blenheim Estate</td>
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<tr>
<td></td>
<td></td>
<td>Oxfordshire County Council</td>
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<tr>
<td>Sub-Regional/District</td>
<td>• The Wychwood Project</td>
<td>The Blenheim Estate</td>
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<td></td>
<td>• Lower Windrush Valley Project</td>
<td>West Oxfordshire District Council</td>
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<tr>
<td></td>
<td>• Windrush in Witney Project</td>
<td>Town and Parish Councils</td>
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<tr>
<td></td>
<td>• Conservation Target Areas</td>
<td>Natural England</td>
</tr>
<tr>
<td></td>
<td>• Local Wildlife Sites (LWS)</td>
<td>Oxfordshire County Council</td>
</tr>
<tr>
<td></td>
<td>• Local Geological Sites</td>
<td>Environment Agency</td>
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<tr>
<td></td>
<td>• Green Corridors (including river corridors)</td>
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<tr>
<td></td>
<td>• Formal greenspace</td>
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<tr>
<td></td>
<td>• Informal greenspace</td>
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<tr>
<td></td>
<td>• Public rights of way</td>
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</table>
How is infrastructure funded and provided?

2.4 Infrastructure can be funded and provided in a number of different ways including central government, local government and the private and voluntary sectors.

*Central Government*

2.5 Large-scale strategic infrastructure such as major transport, health care and defence projects are generally provided by central Government through one of its relevant departments or agencies, often in partnership with the private sector. The Government’s National Infrastructure Plan 2011[^4] identifies a number of nationally important schemes and priorities relating to transport, communications, energy and flood risk management.

*Local Government*

2.6 Local authorities provide some forms of infrastructure such as leisure and arts facilities and waste management through their own capital investment programmes. Funding for this comes from various sources including central government grants and the capital receipts from the sale of assets as well as developer contributions (see below). However, with the economic downturn, local authorities are facing a substantial decline in the amount of money available and are increasingly looking at alternatives sources including prudential borrowing, the generation of new revenue streams as well as EU and lottery funding.

2.8 Reflecting the difficulties being faced by local government and the need to unlock economic growth, a number of specific funding schemes and mechanisms are being made available by central government to fund investment in infrastructure. The ‘Growing Places Fund’[^5] is a £500m pot which Local Enterprise Partnerships (LEPs) can apply for in partnership with local authorities (who will receive and account for any funding) to stimulate economic activity in the short-term by addressing immediate infrastructure and site constraints to promote the delivery of jobs and housing.

2.9 The ‘Regional Growth Fund’[^6] is a £2.4bn fund operating in the 4-year period 2011-2015, the objective being to stimulate private sector investment by providing support for projects that offer significant potential for long term economic growth and the creation of additional private sector jobs. The funding can be used for basic infrastructure which unlocks specific business investment and leads to sustainable employment. Local authorities can apply in partnership with the private sector.

2.10 The Government’s ‘New Homes Bonus’ started in April 2011 and matches the additional Council Tax raised for new homes and empty properties brought back into use for the following six years. An additional amount is paid for the delivery of affordable homes. The scheme is intended to stimulate housing and economic growth and as it not ring-fenced, can be spent by local authorities on anything including infrastructure.

2.11 The Government is also committed to introducing a ‘Tax Increment Financing’ (TIF) scheme which will enable local authorities to capture a portion of the uplift in tax receipts as a result of new development. The scheme would allow local authorities to borrow against predicted growth in their locally raised business rates. They can then use that borrowing to fund key infrastructure and other capital projects which will support locally driven economic development and growth.

2.12 The ‘Community Infrastructure Levy’ or CIL is a levy that local authorities can charge on new developments in their area depending on the size and type of development. The money can then be used to support development by funding infrastructure in the local area. The CIL initially came into force in April 2010 with revised regulations introduced on 6 April 2011. CIL has a number of potential advantages including greater certainty, flexibility and transparency. Developing an infrastructure plan such as this is the first step in introducing CIL.

Private Sector

2.13 In some instances the private sector has an obligation to provide new or enhanced infrastructure as part of their business planning. A good example is Thames Water which publishes a business plan setting out the investment they will make over a 5 year period such as improvements to their existing networks.

2.14 The private sector may also become involved in providing infrastructure through partnership working with the public sector. A range of partnership models have evolved in recent years including the Private Finance Initiative (PFI) and similar models such as building schools for the future (BSF) Local Improvement Finance Trusts (LIFT) and Local Education Partnerships (LEP). More recently, some areas have developed shared investment vehicles to invest local authority assets in a joint venture with private sector partners, known as Local Asset Backed Vehicles (LABV).

2.15 The development industry often provides or contributes towards the provision of new infrastructure as a result of new development. Examples include new schools, roads and open spaces. Traditionally developers have entered into formal agreements through mechanisms such as Section 106 planning obligations. However as more and more local authorities move towards CIL, the role of Section 106 agreements is likely to be scaled back to address ‘site-specific’ issues such as junction improvements etc.

Footnote:

7 http://www.communities.gov.uk/housing/housingsupply/newhomesbonus/
2.16 In some instances local communities fund and provide infrastructure such as improvements to local community halls or other community facilities. Traditionally funding has come from sources such as fundraising events and voluntary donations but notably the revised CIL regulations and the Localism Act allow for a proportion of CIL generated funds to be transferred to the local community in which a development takes place.
3. **WEST OXFORDSHIRE**

3.1 Before we consider future planned growth in West Oxfordshire and the infrastructure that will be needed to support it, it is useful to briefly consider what the District is like as a place, how it functions and what the key issues are that need to be addressed.

**Location**

3.2 West Oxfordshire is located in the south east of England in the County of Oxfordshire, which has borders with Warwickshire, Northamptonshire, Buckinghamshire, Berkshire, Wiltshire and Gloucestershire.

3.3 The District has close links with the rest of the County including in particular Oxford, which acts as the main ‘hub’ is the focus for the District’s main transport connections. As a result of the South East Plan, there are plans for major housing and employment growth at Oxford and in the surrounding areas.
Character

3.4 West Oxfordshire is a largely rural district. The total population (104,800\(^8\)) equates to a population density of around 1.43 persons per hectare, making it one of the most rural districts in the south east. Whilst the rural nature of the District is one of its key attractions it also presents a challenge with about a quarter of the District’s rural inhabitants being ranked within the worst 10%, in England, in terms of accessibility to services. One of the Council’s priorities is to work in partnership to improve access to services and facilities.

Settlement Pattern

3.5 There are three main towns, Witney, Carterton and Chipping Norton accommodating around 40% of the District’s total population. There are six smaller service centres (Bampton, Burford, Charlbury, Eynsham, Long Hanborough and Woodstock) and a number of medium sized and smaller villages and hamlets. The main focus of development under the emerging Local Plan will be Witney, Carterton and Chipping Norton with more limited development elsewhere. The Local Plan and IDP have a role to play in ensuring that new development at the main towns does not overload existing facilities and services and that adequate provision is made to meet the needs of the smaller settlements.

The Economy

3.6 West Oxfordshire’s economy is relatively strong and diverse and the District enjoys a very low level of unemployment. However, significant investment is being made in nearby areas such as Science Vale UK and there is the risk that businesses will be drawn elsewhere exacerbating the currently high levels of out commuting from the District. The IDP must ensure that appropriate investment is made in new infrastructure to help West Oxfordshire maintain its competitive edge. A particular challenge will be to roll-out high-speed broadband across the District.

Housing

3.7 There are currently just over 43,000 households in West Oxfordshire with a predominance of larger detached and semi-detached family houses. Over 80% of the owner occupied stock is 3+ bedroom houses with 35% four and five bedrooms or more\(^9\). Housing affordability is a key issue with the cheapest (lower quartile) housing now being 10 times the lowest earnings and around 2,000 households on the waiting list for affordable housing. The Local Plan and IDP have a role to play in ensuring the provision of new housing to meet identified needs including affordable housing and other specific target groups including gypsies, travellers and travelling showpeople. The overall level of

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\(^8\) 2011 Census estimate
\(^9\) West Oxfordshire Housing Needs Update (2011)
housing provision identified in the draft Local Plan (October 2012) is 5,500 homes in the period 2011 – 2029.

**Population and Demographics**

3.8 According to the 2011 National Census the population of West Oxfordshire is almost 105,000. This will increase as a result of planned growth identified in the emerging Local Plan and at the same time, household sizes are expected to fall, partly as a result of an increasingly elderly population. This has implications for housing provision, healthcare, the economy and transport – all key issues for the Local Plan and IDP to address.

**The Environment**

3.9 West Oxfordshire has a rich environment with more than a third of the District falling within the Cotswolds AONB and a small area to the east forming part of the Oxford Green Belt. A rich variety of habitats support a range of wildlife however, these are rather fragmented and there is a need to enhance and extend them.

3.10 The District is well served by a strong network of public rights of way and rivers, such as the Thames, the Windrush and the Evenlode however a Natural England and Forestry Commission analysis of natural greenspace provision ranked West Oxfordshire behind all other district and unitary authorities in the south east region, with 77% of households meeting none of the Accessible Natural Green Space requirements. The Local Plan and IDP therefore have a key role to play in terms of the provision of new and improved green infrastructure to fulfil a wide range of functions, including sustainable transport, biodiversity and recreational needs.

3.11 In terms of the historic environment, the District has a rich archaeological and architectural heritage. There are 3,200 listed buildings (including the Blenheim Palace World Heritage Site), over 150 scheduled ancient monuments, 50 conservation areas and 16 parks and gardens of special historic interest.

**Flood Risk**

3.12 Several rivers flow through West Oxfordshire including the Thames and its tributaries the Windrush and Evenlode. These rivers and their floodplains are important corridors for biodiversity provide opportunities for recreation and form part of the setting of many towns and villages. Flooding is however a key issue with large parts of the district falling within natural and functional floodplains. The Local Plan has a key role to play in terms of steering new development towards areas of low flood risk, whilst the IDP has a role to play in identifying necessary infrastructure such as flood defence and alleviation measures.
Transport

3.13 The main transport connections in the District reflect the focus on Oxford and London. Rail services connecting to Birmingham and London pass through a small part of the eastern fringe of the District and the Cotswold line passes through the largely rural central area, connecting several small towns and villages with Hereford in the west and Oxford, Reading and London in the east. Witney and Carterton are connected to Oxford by high frequency (premium route) bus services and whilst other bus services operate throughout the rural area, many require ongoing public subsidy and frequencies vary. Many people living in rural areas rely on the use of taxis and community transport schemes.

3.14 A large number of people commute out of the District to work, particularly to Oxford and the employment locations in the Abingdon and Didcot area. Many journeys continue to be made by private car creating congestion on major routes, particularly the A40, A44 and A415 as well as within towns. Oxfordshire’s worst congestion problem is located in West Oxfordshire – the A40 Witney to Oxford and tackling this is identified as a long-term aspiration in the Local Transport Plan (2011 – 2030). Central areas of Chipping Norton and Witney have been identified as failing national air quality standards and Air Quality Management Areas (AQMA) have been designated in these towns with the reduction and re-routing of traffic identified as the appropriate action.

3.15 Through previous consultations residents have expressed concerns about the lack of adequate transport infrastructure, problems with public transport availability and associated increasing levels of traffic congestion.

Summary

3.16 From the information outlined above we can draw out a number of key issues:

- The draft Local Plan seeks to provide around 5,500 new homes in the period 2011 – 2029. New employment space will also be provided.

- The focus of development will be the three main towns of Witney, Carterton and Chipping Norton. This will place existing infrastructure under pressure and create the need for new and enhanced infrastructure to be provided.

- Plans for major housing and employment growth in the surrounding areas in particular to the south of Oxford, mean West Oxfordshire must be well placed to compete effectively. The provision of new and enhanced infrastructure such as high speed broadband will be critical to this.
Although the rural nature of the District is one of its main attractions it does present problems for many in terms of accessibility to services with around a quarter of the District’s inhabitants living within rural areas that are ranked within the worst 10%, in England, in terms of accessibility to services.

Housing is becoming increasingly unaffordable. There is a need to ensure that more affordable housing is provided as well as meeting the needs of an ageing population and other particular groups including gypsies and travellers.

West Oxfordshire has a rich natural environment however there are particular issues in relation to the availability of accessible natural green space and the need to extend habitats to develop less fragmented, more effective wildlife networks.

There are several rivers flowing through West Oxfordshire and flood risk is a key issue which will worsen with climate change. There is a need to provide appropriate infrastructure including flood defence and drainage.

West Oxfordshire is served by a variety of different transport modes however the rural nature of the District leads to reliance on the private car which in turn leads to impacts in terms of traffic congestion and air quality particularly in Witney and on the A40 to Oxford.

Future Requirements

3.17 The following sections of the IDP focus on the infrastructure that will be needed to support future growth in West Oxfordshire to 2029. Under each infrastructure ‘type’ the current position is explained and then where known, the future requirements are identified. These are also summarised in tabular format at Appendix 1.

3.18 The information is generally presented on a District-wide basis but where possible has been broken down into following sub-areas:

- Witney Sub-Area
- Carterton Sub-Area
- Chipping Norton Sub-Area
- Eynsham – Woodstock Sub-Area
- Burford – Charlbury Sub-Area

3.19 These sub-areas are shown on the plan overleaf.
PART A - PHYSICAL INFRASTRUCTURE
4. TRANSPORT

HIGHWAYS (STRATEGIC AND LOCAL)

Current Situation - Overall

4.1 There are no trunk roads within the District and responsibility for public highways falls to Oxfordshire County Council. The principal routes include the A40, A44, A361 and A420.

4.2 Traffic volumes are highest on the A40 between Witney and Oxford and the A44 south of Woodstock to Oxford. The most severe congestion is on the A44 at the Bladon roundabout and on the A40 to the east of Oxford, particularly during the morning peak. There is insufficient capacity at the Wolvercote (A44) and Cutteslowe roundabouts (outside the District) for this traffic and traffic lights and junctions at Eynsham and Cassington (within the District) also add to the problem.

Witney Sub-Area

Current Situation

4.3 Witney has direct car access to Oxford via the A40, which bypasses the town to the south. Access can be achieved at several locations including the all movements A415 Ducklington Lane junction and Shore’s Green which currently has east facing slip roads only. The town can also be accessed from the west by Burford Road (B4047), from the north by Hailey Road (B4022), and from the north east and south west by the A4095.

Future Requirements

4.4 In order to support the level and location of growth planned for Witney through the draft Local Plan, Oxfordshire County Council have identified a need to provide the following:

- Downs Road/A40 junction improvements - At grade roundabout on the A40 at Downs Road. This is a pre-requisite of strategic development at West Witney.

- Shores Green Slip Roads (SGSR) – the provision of west facing slip roads at the Shores Green junction onto the A40. This is a pre-requisite of strategic development at East Witney.

- Ducklington Lane/Station Lane junction improvements - Provide capacity improvements at the junction of Ducklington Lane/Station Lane and widening of Ducklington Lane (south) to manage traffic flows and allow traffic to move efficiently through this busy junction.

- Other junction improvements – at locations within the town centre that are either currently or expected to be over capacity with future growth
in Witney. To include improvements to Oxford Hill/Cogges Hill Road/Jubilee Way junction to be delivered by development of land at east Witney.

- **A mixture of complimentary schemes** – to improve the town centre environment for pedestrians and cyclists to include the following:

  1. New and improved bus stops between Corn Street & Oxford Hill to serve the S1/2 route
  2. New and improved pedestrian crossings including at Mill Street (making it easier for pedestrians to cross by narrowing junction bell mouth) and on Witan Way near Sainsbury’s

4.5 Although not identified in the draft Local Plan, if strategic scale development were to come forward at North Witney in the longer-term, this would need to be supported by the following:

- **West End Link Road - Phase 2** - A link road between Mill Street and West End providing an additional river crossing.

- **Northern Distributor Road** - to connect the B4022 Hailey Road to the A4095 Woodstock Road and Jubilee Way via New Yatt Road.

4.6 In more general terms, Oxfordshire County Council has identified that provision should also be made for the following with contributions sought from development as appropriate:

- Accessing Oxford - northern approaches (improving the approaches to Oxford)

**Carterton Sub-Area**

**Current Situation**

4.7 The Carterton road network is not congested and serves the town well however there is no A-road access to the town. Access from the A40 can be achieved via the B4477 at Minster Lovell (from the east only) and the B4020 at Burford (all movements). Due to the relatively rural location of Carterton there is limited through traffic and this is encouraged to use the B4020/B4477 Upavon Way instead of the town centre.

4.8 Bampton lies at the junction of the A4095 and B4449 and has considerable through-traffic on narrow village roads. The A4095 also serves as an access route into RAF Brize Norton.
Future Requirements

4.9 In order to support the level and location of growth planned for Carterton through the draft Local Plan, Oxfordshire County Council have identified a need to provide the following:

- **Shilton Link Road, Carterton** – provision of a new road between Elmhurst Way (in Shilton Park) and B4020 Shilton Road. This road is necessary to gain access to committed housing development north of Swinbrook Road.

- **Provide “A” Road access to Carterton and improve road signage to Carterton and RAF Brize Norton.** - Provide an A classified road link to Carterton and ensure Carterton and RAF Brize Norton are well signed on road signage in the surrounding area.

- **Improve Carterton Road/Norton Way Roundabout, Carterton for freight movements.** - Reducing the central island of the roundabout will enable oversized vehicles to use this route, primarily to access RAF Brize Norton.

4.10 In addition, a new link between the B4477 Brize Norton Road and the Witney Road has been identified as being of potential benefit to the residents of Brize Norton Village in removing unnecessary through traffic. Feasibility work into the provision of A-road access (see above) and a new link road north of Brize Norton will be explored together.

4.11 In more general terms, Oxfordshire County Council has identified that provision should also be made for the following with contributions sought from development as appropriate:

- Accessing Oxford - northern approaches (improving the approaches to Oxford)

### Chipping Norton Sub-Area

**Current Situation**

4.12 Chipping Norton lies on the A44 approximately 20 miles (32km) north west of Oxford and about 12 miles (19km) north of Witney; with Banbury some 13 miles (21km) to the north east with access to the M40 and good services to Birmingham and the North. Chipping Norton sits astride the junction of the A44 and A361 which is a very busy through route, especially for lorries and the town centre suffers from congestion and air pollution.
Future Requirements

4.13 Discussions with Oxfordshire County Council have identified the following future requirements in this sub-area:

- **Removing Primary Route Status/National Lorry Route from A44 and implementing associated weight restrictions in Chipping Norton Centre** - Removing primary route status /national lorry route from the A44 between Oxford and Moreton-in-Marsh in order to deliver improvements in the AQMA. Delivering relief to the town centre of Chipping Norton from HGV’s by imposing HGV weight restrictions on Horsefair.

4.14 Further requirements may emerge through the Chipping Norton Neighbourhood Plan and will be identified through the IDP in due course.

**Eynsham - Woodstock Sub-Area**

Current Situation

4.15 Eynsham is an important local service centre in West Oxfordshire. It suffers from severe congestion in peak hours, due to the capacity of the nearby Swinford Toll Bridge as well as its narrow village streets. Woodstock lies on the A44 and high through traffic levels (particularly lorries) have long been an issue for the town. An advisory route to divert freight traffic away from the A44 has been introduced in recent years. This has reduced but not eliminated heavy goods traffic.

Future Requirements

4.16 Oxfordshire County Council has identified that provision may be required for investigating further the remote park & ride concept at Eynsham.

**Burford - Charlbury Sub-Area**

Current Situation

4.17 Burford lies at the junction of the A40, A361 and A424. It is an important tourist destination as well as a local service centre. The narrow bridge over the River Windrush at the north of the town can cause considerable congestion, and the relatively high level of lorry traffic has a negative impact on the environment of the town. Charlbury is located at the junction of the B4022 and B4437; it also has a station on the Cotswold Line. There are ongoing issues of limited parking within the village and access to the rail station, although these have improved in recent years.

Future Requirements

4.18 No specific highway requirements have been identified in this area.
RAIL SERVICES

Current Situation - Overall

4.19 Network Rail is responsible for the railway network including stations. Rail services are provided by Cross Country Trains. There are two rail lines running through West Oxfordshire and eight passenger stations. The Oxford/Birmingham line passes through the eastern edge of the District with a station at Tackley whilst the Cotswolds & Malvern line runs through the middle of the District from east to west with stations at Long Hanborough, Combe, Finstock, Charlbury, Ascott under Wychwood, Shipton under Wychwood and Kingham. The table below sets out the number of passengers using these stations and how these have increased or decreased between 2002/3 and 2009/10.

<table>
<thead>
<tr>
<th>Station</th>
<th>Number of passengers 2002/3</th>
<th>Number of passengers 2009/10</th>
<th>% change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charlbury</td>
<td>229,000</td>
<td>231,582</td>
<td>+1%</td>
</tr>
<tr>
<td>Kingham</td>
<td>121,318</td>
<td>137,944</td>
<td>+14%</td>
</tr>
<tr>
<td>Long Hanborough</td>
<td>69,997</td>
<td>104,050</td>
<td>+49%</td>
</tr>
<tr>
<td>Tackley</td>
<td>18,195</td>
<td>20,250</td>
<td>+11%</td>
</tr>
<tr>
<td>Shipton under Wychwood</td>
<td>5,057</td>
<td>2,890</td>
<td>-43%</td>
</tr>
<tr>
<td>Ascott under Wychwood</td>
<td>2,050</td>
<td>2,264</td>
<td>+10%</td>
</tr>
<tr>
<td>Combe</td>
<td>1,548</td>
<td>1,836</td>
<td>+19%</td>
</tr>
<tr>
<td>Finstock</td>
<td>1,799</td>
<td>1,458</td>
<td>-19%</td>
</tr>
</tbody>
</table>

4.20 The most heavily used stations are Charlbury, Kingham, Long Hanborough and Tackley. This reflects the number of services available with Charlbury, Kingham and Long Hanborough served by 30 – 50 trains per day and Tackley served by 20 – 30 trains per day. With the exception of Shipton (5-10 trains per day) the remaining stations are served by fewer than 5 trains per day. Passenger use at most stations has increased in recent years particularly at Long Hanborough.

4.21 Notably the Cotswolds & Malverns line has recently benefited from re-instating 20 miles of track between Charlbury and Evesham. This included new platforms at Charlbury and Ascott under Wychwood. The immediate benefit will be an improvement in reliability by removal of the long single-track sections where only one train at a time could run. Better reliability will also benefit other services in the Thames Valley. The redoubling allows up to four trains an hour (in both directions), instead of the current two and will eventually reduce overall journey times.
Future Requirements – Overall

4.22 Oxfordshire County Council have published a draft rail strategy and delivery plan for consultation (January 2012). The strategy identifies a number of general and more specific opportunities and aspirations within West Oxfordshire. Whilst the County Council have no direct responsibility for specifying or funding the railways, they do have a general obligation under the Transport Act 1985 to secure the provision of public passenger transport services and therefore work in close partnership with the rail industry to plan, fund and deliver local and strategic improvements in the rail network.

4.23 General improvements identified in the draft strategy include:

- Improve public transport, walking and cycling links to the stations – including new Railbus links to Burford (from Shipton under Wychwood and Ascott under Wychwood stations) and Witney (from Hanborough station), footpaths, signage and secure cycle parking; and

- Further promotion of walks / cycle rides from and between the railway stations for leisure trips.

Witney Sub-Area

Current Situation

4.24 Witney lost its station and train services in the 1960s. The nearest station is at Long Hanborough to which there is a bus service from Witney town centre which runs on an hourly basis Monday to Friday. This journey takes only around 20 minutes, but the bus timetable does not reflect the train timetable.

Future Requirements

4.25 No specific future requirements have been identified as being necessary to support future growth in the Witney sub-area however the draft rail strategy identifies a number of potential opportunities including:

- To improve bus connectivity between Witney and Hanborough station – either through service changes to route 242 or consideration of a Railbus link.

- A long-term aspiration to re-instate the rail link to Oxford and Carterton as part of improving national connectivity to RAF Brize Norton.
Carterton Sub-Area

Current Situation

4.26 Carterton has no direct access to rail services; the nearest stations are at Shipton, Ascott-under-Wychwood and Long Hanborough, there are no direct bus services from Carterton to these stations.

Future Requirements

4.27 No specific future requirements have been identified as being necessary to support future growth in the Carterton sub-area however the draft rail strategy identifies a number of potential opportunities including:

- A long-term aspiration to re-instate the rail link to Witney and Oxford as part of improving national connectivity to RAF Brize Norton.
- To consider provision of a dedicated rail feeder bus service to Hanborough station (travel to Oxford and London).

Chipping Norton Sub-Area

Current Situation

4.28 There are no rail services within the Chipping Norton sub-area although the Kingham Railbus X8 service connects Chipping Norton with the railway at Kingham with a daytime extension to Foscot, Idbury, Fifield, Milton under Wychwood, Shipton under Wychwood and Ascott under Wychwood.

Future Requirements

4.29 No specific future requirements have been identified as being necessary to support future growth in the Chipping Norton sub-area.

Eynsham – Woodstock Sub-Area

Current Situation

4.30 The Eynsham – Woodstock sub-area has both the Cotswold & Malverns line and the Oxford/Birmingham line running through it with stations at Long Hanborough, Combe and Tackley.
Future Requirements

4.31 No specific future requirements have been identified as being necessary to support future growth in the Eynsham - Woodstock sub-area however the draft rail strategy identifies a number of potential opportunities including:

- Enhancement of car parking facilities at Hanborough to satisfy current demand and as a means of attracting custom from towns without a railway station
- Platform extensions at Hanborough to accommodate longer trains
- Combe station – maintain facilities
- Tackley station – to consider potential alternatives to southbound platform being only accessible by foot crossing and potential aspirations to provide a waiting shelter on the northbound platform and establish a Station Adoption Group.

Burford - Charlbury Sub-Area

Current Situation

4.32 This area is well served by rail being bisected by the Cotswold & Malverns line and having stations located at Kingham, Shipton under Wychwood, Ascott under Wychwood, Chalbury and Finstock. At Charlbury there are ongoing issues of limited parking within the village and access to the rail station, although these have improved in recent years.

Future Requirements

4.33 No specific future requirements have been identified as being necessary to support future growth in the Burford - Charlbury sub-area however the draft rail strategy identifies a number of potential opportunities including:

- Charlbury Station - platform extensions to accommodate longer trains, enhancement of car parking facilities to satisfy current demand and as a means of attracting custom from towns without a railway station, redoubling the remaining single-track section of the Cotswolds & Malverns Line between Charlbury and Wolvercot Junction. Also to provide extra cycle parking, improved station facilities including accessible toilets, retail unit (café/coffee bar) and to extend ticket office opening hours to full-day
- Shipton – provision of car parking along north side approach road and footbridge to provide direct access between platforms – avoiding trespass and busy yard.
- Finstock – maintain facilities at the station
- Ascott-under-Wychwood (station rebuilt in 2011) – to provide cycle parking and a bus interchange (if a Railbus is introduced)

- Kingham – to renew the footbridge with a fully accessible bridge to improve access for disabled people, renew/enlarge the waiting room on the eastbound platform and to extend ticket office opening hours to full-day

**BUS SERVICES**

**Current Situation - Overall**

4.34 Although the bus network is much less comprehensive than the general road network in the District, the main towns in West Oxfordshire are well-served by bus services with the most frequent (Premium Route) services between Oxford, Eynsham, Witney and Carterton. Services are provided by a number of operators including Stagecoach, Heyfordian, Pulhams, RH Transport Services and Swanbrook. There are also a number of Villager Community Bus Services. Many of these services operate with subsidies from Oxfordshire County Council.

**Future Requirements – Overall**

4.35 Oxfordshire County Council has identified the following future requirements to support the level and location of growth identified in the draft Local Plan:

- Enhance frequency of S1/S2 Bus Service (Premium Route Network) between Witney and Carterton - Improve bus frequency to deliver ‘turn up & go’ service in line with Premium Route Strategy

- Upgrade stops along S1 / S2 bus route to premium standard throughout West Oxfordshire - To bring stops up to premium route standard with real time information, and improved waiting and boarding facilities.

- Bus journey time improvements on S1 inter-urban route between Carterton and Oxford - Implement measures to improve bus journey time at key congestion points on route between Carterton and Oxford.

- Subsidise the bus service between Witney and Long Hanborough including Long Hanborough station, improve access to rail.

- Continue to subsidise required bus services across the District that are not commercially viable.

- Increasing the capacity of Oxford Park and Ride.
Witney Sub-Area

Current Situation

4.36 Witney benefits from two Premium Bus Route services linking the town to Carterton, Eynsham, Botley, and Oxford. There are also regular services to Charlbury and Chipping Norton. A number of local services serve Woodgreen, Madley Park & Cogges, the Smiths Estate, North West Witney, and the town centre. Journey time reliability between Oxford and Witney is variable because of congestion approaching Oxford and within Witney itself. There is also scope to improve the waiting environment at bus shelters en-route.

Future Requirements

4.37 In addition to the overall requirements outlined previously, the County Council has stated that it will seek to ensure continuation of the Witney town bus services including Madley Park to enable accessibility to town centre services from peripheral areas.

Carterton Sub-Area

Current Situation

4.38 There are regular bus services to Oxford via Witney with a combined frequency of approximately 4 buses an hour during the day from Monday to Saturday and 2 buses an hour evenings and Sundays. The service is operated with new high-specification double-deck vehicles with wi-fi connectivity. Bus stops along the route have been enhanced to the County Council's Premium Route standard, with new pole, flag and information cases, improved kerbing and in some locations, electronic Real-Time Information.

4.39 Oxfordshire County Council subsidises an hourly weekday local bus service to the Shilton Park residential area and the villages of Alvescot, Clanfield, Bampton and Aston, and another to Swindon, through Lechlade and Highworth. A service to Burford operates one day per week.

4.40 Public transport links to the south, especially Swindon, west (Cirencester) and north (Burford) are limited. Whilst there are aspirations for Carterton to be better connected by public transport to Swindon, and eventually on a commercial basis, the River Thames with limited crossing points, some of which are inadequate for public service vehicles, presents a barrier to providing bus services to Faringdon and Wantage.
**Future Requirements**

4.41 In addition to the overall requirements outlined previously, the County Council has identified the following specific improvements for the Carterton sub-area:

- Carterton Road bus stops, Carterton - Provision of bus stops in the vicinity of RAF Brize Norton main gate, Carterton Road, Carterton.

4.42 The County Council has also stated that it will seek to ensure continuation of local town bus services on routes where bus services are commercially unviable in order to enable accessibility to the town centre services from peripheral areas.

**Chipping Norton Sub-Area**

**Current Situation**

4.43 The Chipping Norton to Oxford bus service runs hourly (with more buses in the peak) 7 days a week. The service is operated with new high-specification double-deck vehicles with wi-fi connectivity. Stops along the route have been enhanced to Premium Route standards, with new pole, flag and information cases, improved kerbing and in some locations, Real-Time Information. There are also hourly services to Witney and Banbury, and a 2 hourly service to Stratford-upon-Avon. Local services also run, with some buses to Moreton-in-Marsh and Burford, as well as market day services. There is a dedicated railbus which runs from Kingham Station to Chipping Norton which has recently been extended to serve the new community hospital and care home complex on London Road.

**Future Requirements**

4.44 In addition to the overall requirements outlined above, the County Council has identified the following specific improvements for the Chipping Norton sub-area:

- Oxford to Chipping Norton Bus Service Frequency Enhancement - pump priming the Oxford to Chipping Norton S3 bus service to increase the frequency to two buses per hour.

- Chipping Norton to Banbury Bus Service - Working with bus operators to provide a direct bus service, (as well as the villager service) to Banbury to encourage greater bus use on this corridor, especially for journeys to work.

- Chipping Norton - West Street Bus Stops - Alterations to bus stopping arrangements in West Street to enable three buses to stop in each direction, thus providing better interchange between services.
- Kingham Railbus - Subsidise, promote and enhance the X8 Kingham Railbus from Chipping Norton to Kingham Station.

**Eynsham - Woodstock Sub-Area**

**Current Situation**

4.45 The Eynsham – Woodstock sub-area is relatively well-served by bus. Eynsham provides the best opportunities with regular services to Witney, Carterton and Oxford. Woodstock is served by the S3 service to Chipping Norton and Oxford whilst there are a number of other Oxford bound services in the wider area including the 18 and 11.

**Future Requirements**

4.46 In addition to the overall requirements outlined previously, the County Council has identified the following specific improvements for the Eynsham - Woodstock sub-area:

- Eynsham remote Park and Ride (P&R) - Creation of car parking facility with good quality bus stop facilities on A40. Provide P&R facility to access Witney and Oxford.

**Burford - Charlbury Sub-Area**

**Current Situation**

4.47 As a largely rural area, bus services are relatively limited although Charlbury offers good access to Witney and Chipping Norton via the X8 service, Oxford and Chipping Norton via the S3 service and the Wychwoods via the C1 service.

**Future Requirements**

4.48 Other than the overall requirements outlined previously, no specific requirements have been identified for this sub-area.
WALKING AND CYCLING

Current Situation - Overall

4.49 West Oxfordshire is reasonably well-served in terms of walking and cycling facilities although most of these are focused on the main towns. There are dedicated cycle routes (some shared with pedestrians) in the main towns including in particular the modern developments at Madley Park, Witney and Shilton Park, Carterton. Outside of the main towns the best cycling opportunities exist on ‘quiet roads’ rather than dedicated cycle paths. There are a number of national cycle network routes running through the District.

4.50 There are a number of dedicated pedestrian routes and combined cycle/pedestrian routes within the main towns including in particular Witney and Carterton. Some are used for recreation and leisure, others more for accessing key destinations including places of work. Outside the main towns there is a reasonable network of public rights of way including routes suitable for horseriders, although there are some areas which are poorly catered for.

Future Requirements – Overall

4.51 Oxfordshire County Council have identified a number of general improvements to pedestrian, cycle and equestrian infrastructure needed to support future growth in the District and encourage less use of the private car as well as increased public safety. These include:

- To provide/improve footways, public rights of way, pedestrian and cycling infrastructure across the District - provision of additional connecting links, new routes and improvements (such as improved surface or signage) to the existing footways, cycle routes and public rights of way to improve accessibility from development sites to key destinations, services and facilities within settlements and their surrounding areas.

- Carterton to Witney cycleway – to provide a cycle route between Carterton / RAF Brize Norton and Witney to enable commuting by cycle and increase access to services.

- Cycle parking – to provide cycle parking at key destinations and employment sites particularly at Witney, Carterton Chipping Norton, Eynsham and Woodstock.
**Witney Sub-Area**

**Current Situation**

4.52 In terms of pedestrian access, Witney has a number of different routes running across the town and on the rural fringes. There are some good cycle routes around the town but some gaps in cycling infrastructure too. Cycle networks linking Witney to nearby settlements are poor, with no dedicated link between Witney and Carterton. Whilst cyclists can use bridleways, restricted byways, and byways (along with horse riders and walkers) often these do not connect safely with roads that are safe and attractive to use.

**Future Requirements**

4.53 Specific requirements identified by Oxfordshire County Council for the Witney sub-area include:

- Provision of a formal crossing on Witan Way in the vicinity of Sainsbury’s.
- Provision of crossing points on Bridge Street.
- Curbridge Road pedestrian/cycle route towards the town centre extending current provision in this area such as the Deer Park shared use path.
- Cycleway from Woodstock Road to Newland, to link development in Woodgreen to the school.
- Extend the Station Lane cycle route along Witan Way to Langdale Gate and the town centre.
- Cycleway along Downs Road and to include Range Road to link employment and residential areas.
- Short connections to public rights of way to make them safer and more connected.

**Carterton Sub-Area**

**Current Situation**

4.54 Carterton benefits from a number of dedicated pedestrian routes running across the town and also on the rural fringe including the Kilkenny Lane Country Park. There are some good cycle routes, particularly to the north east of the town centre associated with the recent development at Shilton Park. Improvements have recently been made to Burford Road to provide a dedicated cycle route from Shilton Park to the town centre. There is additional scope for further walking and cycling routes as part of the redevelopment in the Northwood Crescent and Stanmore Crescent areas. There is a link eastwards towards Brize Norton but no dedicated walking or cycling route to Witney.
Future Requirements

4.55 Specific requirements identified by Oxfordshire County Council for the Carterton sub-area include:

- Improve footway and cycle infrastructure in the vicinity of RAF Brize Norton main gate on Carterton Road.
- Provision of a formal pedestrian crossing on Alvescot Road in the vicinity of Aldi.
- Cycleway along Alvescot Road, to provide a formal cycle route from west Carterton to the town centre.
- Short connections to public rights of way to make them safer and more connected.

Chipping Norton Sub-Area

Current Situation

4.56 There is a reasonable range of public rights of way that connect Chipping Norton to the surrounding countryside and settlements. However the network is disjointed in many places where paths meet the road network. There are no cycle links within Chipping Norton or from the surrounding settlements and within the town some roads are too narrow for cycle paths.

4.57 Although cyclists can use bridleways, restricted byways and byways (along with horse riders and walkers) these often do not connect up safely with roads that are safe to use. Some of the country lanes around Chipping Norton are quiet and attractive for increased cycling, but the main A and B roads are busier and less attractive. Cycle parking at key destinations within the town centre is generally poor.

Future Requirements

4.58 Specific requirements identified by Oxfordshire County Council for the Chipping Norton sub-area include:

- Short connections to public rights of way to make them safer and more connected.
Eynsham – Woodstock Sub-Area

Current Situation

4.59 Walking and cycling opportunities within this area are reasonably good for recreational journeys but relatively limited for commuting. At Eynsham there is a dedicated cycle and pedestrian route running along the A40 towards Oxford and some other footpaths to the south and south east of the village. Other opportunities exist along a number of quiet roads. At Woodstock there are a reasonable number of public rights of way and quiet roads suitable for cycling and walking but the main opportunity is presented by the dedicated cycle and pedestrian route from Woodstock along the A44 towards Oxford.

4.60 Outside of Eynsham and Woodstock and with the exception of the dedicated routes along the A44 and A40, opportunities for recreational walking and cycling are reasonably good but opportunities for commuting walking and cycling are relatively limited.

Future Requirements

4.61 Specific requirements identified by Oxfordshire County Council for the Eynsham – Woodstock sub-area include:

- Short connections to public rights of way to make them safer and more connected.

Burford - Charlbury Sub-Area

Current Situation

4.62 The Burford – Charlbury sub-area is predominantly rural in character and there are a number of opportunities for walking and cycling along relatively quiet roads. There is a bridleway suitable for cycling to the south east of Charlbury linking the village with Stonesfield.

Future Requirements

4.63 Specific requirements identified by Oxfordshire County Council for the Burford - Charlbury sub-area include:

- Short connections to public rights of way to make them safer and more connected.
COMMUNITY TRANSPORT

Current Situation

4.64 The definition of ‘community transport’ is broad but generally refers to transport provided by voluntary and community sector (VCS) organisations, using a combination of volunteers and paid staff. Sometimes these organisations receive public funding but often they do not. Community transport can offer solutions for people who have no other transport options including people in rural areas where there is no public transport provision, people with mobility impairments and people on low incomes for whom alternative transport options are unaffordable.

4.65 Examples of community transport schemes include car sharing and car schemes, shared taxis, taxi buses, community minibuses, dial a ride and some scheduled services. There are a number of community transport schemes operating in West Oxfordshire including Volunteer Link Up (West Oxfordshire) Octabus Dial a Ride and The Villager Community Bus. The District Council has no direct responsibility for community transport but works in partnership with relevant organisations including Oxfordshire County Council and Oxfordshire Rural Community Council.

Future Requirements

4.66 At the present time no specific requirements have been identified however with the predicted ageing of the local population it is reasonable to assume that demand for such services is likely to increase.

PARKING

Current Situation

4.67 The District Council provides free parking in all of its 16 car parks. Car park locations include:

- Guildenford, Burford - long stay
- Alvescot Road, Carterton - long stay
- Black Bourton Road, Carterton - long stay
- Spendlove Centre, Charlbury - short and long stay
- Albion Street, Chipping Norton - long stay
- Cattle Market, Chipping Norton - short stay
- New Street, Chipping Norton - long stay
- Back Lane, Eynsham - long stay
- Riely Close, Long Hanborough - long stay
- Great Tew - long stay
- Burwell Drive, Witney - long stay
- Marriotts Walk, Witney Multi-Storey - short stay
- Windrush Leisure Centre, Witney - short stay

- Woodford Way, Witney - long stay
- Woolgate Centre - short and long stay (Shopmobility Scheme)
- Artificial Turf Pitch off Gordon Way in Station Lane, Witney
- Manor Farm Museum in Cogges, Witney
- Hensington Road, Woodstock - long stay

4.68 During 2008/9 a comprehensive review of car parking across the District took place and an Integrated Parking Management Service was adopted by the Cabinet on the 11th February 2009. This includes the following:

- Provision of an effective and efficient parking service
- Enhanced strategic and directional signage
- Variable messaging signage
- The introduction of Civil Parking Enforcement
- Use of information technology to manage parking facilities more effectively
- Provide a high level of customer satisfaction and engagement with stakeholders
- Encourage alternative methods of transport and use of public transport

4.69 The Council’s current policy approach of providing free parking assists in maintaining the vitality and viability of the Town Centres. There are time management controls and enforcement to ensure that adequate levels of short-stay spaces are available to meet the needs of shoppers and other visitors to the area as well as supporting the local economy and retailers. Wardens monitor the use of car parks between 8am and 6pm. There are designated disabled parking bays in all primary Council car parks. There is a Shopmobility Scheme that operates within the Woolgate Centre Car Park, at Langdale Gate, Witney.

4.70 Car park utilisation in Witney has increased in recent years including since the opening of the Marriotts Walk shopping centre and multi-storey car park in October 2009. This is shown in the table below which identifies average usage and as such at peak times such as weekday lunchtimes and particularly Saturdays, usage is higher. A temporary 255 space surface car park off Woodford Way was created to provide car parking during the construction of the Marriotts Walk scheme. The land has planning permission for housing but remains as a car park and is well utilised. The average usage of the Marriotts Walk multi-storey car park indicates some capacity remains here but usage at peak times on a Saturday is up to 80% highlighting very limited car parking capacity in the town centre.
Average Utilisation of Witney Town Centre Car Parks

<table>
<thead>
<tr>
<th>Car Park Utilisation</th>
<th>Sept 10</th>
<th>May 12</th>
</tr>
</thead>
<tbody>
<tr>
<td>Woolgate</td>
<td>83%</td>
<td>87%</td>
</tr>
<tr>
<td>Marriot’s</td>
<td>37%</td>
<td>43%</td>
</tr>
<tr>
<td>Woodford</td>
<td>86%</td>
<td>91%</td>
</tr>
</tbody>
</table>

Future Requirements

4.71 In Witney, public car parking spaces in the town centre are adequate to meet current needs although as can be seen from the table above, the Woolgate and Woodford Way car parks operate at a high level of usage. The Woodford Way surface car park (255 spaces) was provided as a temporary car park whilst the Marriotts Walk shopping development was under-construction. The land has planning permission for housing.

4.72 Witney continues to be a focus for growth and as such there is a need to continue to implement the integrated parking management strategy to ensure the most efficient use of existing car parks and provision of further off-street car parking spaces to support town centre businesses and further town centre development. The draft Local Plan seeks to ensure that development proposals that would significantly increase car parking demand will be expected to make appropriate public car parking provision or provide equivalent financial contributions.

4.73 In Carterton car parking is not highlighted as a significant issue at present but there are currently proposals by Morrisons to develop a new supermarket in the town centre which will increase demand for car parking in this location and as such the situation needs to be kept under review.

4.74 In Chipping Norton, public car parking spaces in the town centre are insufficient to meet current needs. This creates congestion and could constrain the viability of the town centre. There are current proposals to extend the town centre Co-op store which will also facilitate the provision of additional car parking facilities (70 additional spaces). The potential for further provision will need to be investigated through the Chipping Norton Neighbourhood Plan.

4.75 Car parking is also under pressure in popular tourist towns such as Burford and Woodstock particularly at weekends and there is a need to continue looking at providing additional car parking and improved coach parking.
WATER TRANSPORT (RIVER AND CANALS)

Current Situation

4.76 The main rivers in the District include the Thames and the Windrush and Evenlode which are tributaries of the Thames. The River Thames and its tributaries contribute to the character and local distinctiveness of the District and provide a valuable resource for wildlife, fisheries, landscape, tourism, public access and water related activities. There are no canals in West Oxfordshire although the Oxford Canal lies just outside the eastern boundary of the District.

Future Requirements

4.77 No specific improvements have been identified at this stage although in principle, the Council will support low key tourism and leisure proposals along the Thames which are sensitive to and enhance where appropriate it’s ecological, landscape and heritage value.

5. WATER

WATER SUPPLY

Current Situation

5.1 Public water supply in West Oxfordshire is the responsibility of Thames Water which supplies 2,600 million litres of tap water to 8.8 million customers across London and the Thames Valley on a daily basis. Thames Water has a duty to maintain the security of water supplies and to produce a Water Resources Management Plan (WRMP) every five years. The current WRMP covering the period 2010 – 2035 was approved in June 2012 and work is underway on the next WRMP which will cover the period 2015 – 2040.

5.2 Thames Water is also required to submit every five years to the water regulator Ofwat, a business plan that reflects the funding necessary to operate the business and undertake new investment. The current Thames Water Business Plan covers the period 2010 – 2015 and the next plan covering the period 2015 – 2020 is currently being drafted.

5.3 Thames Water has also published a 25-year strategic direction statement entitled ‘Taking Care of Water – Our Plan for a Sustainable Future’. The strategy covers the period 2010 – 2035.
Future Requirements

5.4 The WRMP identifies a baseline deficit of water supply over demand (with target headroom) within the Swindon and Oxfordshire Water Resource Zone over the plan period. The estimate of future water demand is based on a number of factors including levels of planned future development in the South East Plan. The WRMP however provides for investment in measures to restore security of supply by 2012/13 for both average and peak conditions and to maintain it over the plan period. The investment involves a significant programme of demand management and the development of new sources of supply.

5.5 Demand management will comprise leakage reduction, a targeted metering programme and enhanced water efficiency. Water supply will be increased in the short term by a number of small-scale groundwater schemes. These are planned for delivery in 2012/2013 with one (Goring Gap 2) in 2014/15 which will then enable a reduction in abstraction, for sustainability reasons, from an existing source (Axford). In the longer term, supply will be increased by raw water transfer from Culham to Farmoor Water Treatment Works. This is planned for completion by 2025/26.

5.6 In general terms, water supply is not considered to be a constraint to a scale of development which generally accords with the South East Plan. Thames Water is obliged to provide connections for waste and fresh water to future domestic properties although commercial properties do not have the ‘right’ to connect.

5.7 The Thames Water Business Plan for West Oxfordshire 2010 – 2015 identifies the following specific requirements:

- Aston, Bampton Road - Rising Main replacement
- Cleveley, Upper Farm - Rising Main replacement
- Chipping Norton - New potable water service reservoir and associated infrastructure

WASTE WATER (DISPOSAL & TREATMENT)

Current Situation

5.8 Wastewater is used water and includes substances such as human waste, food scraps, oils, soaps and chemicals. In homes, this includes water from sinks, showers, bathtubs, toilets, washing machines and dishwashers. Businesses and industries also contribute. Waste water also includes surface water run-off. Thames Water is responsible for foul drainage in the District.
5.9 There are 20 sewage treatment works within West Oxfordshire, the main ones including:

- Witney
- Carterton
- Woodstock
- Charlbury
- Bampton
- Stanton Harcourt

Future Requirements

5.10 Thames Water assesses the performance of its process and network infrastructure against projected housing numbers. Where shortfalls are identified, detailed investigations will be undertaken with a view to providing additional capacity ahead of development by inclusion in a 5 year asset planning period. Where there is a capacity problem or potential adverse amenity impact on future occupiers, developers will need to fund any necessary works if they are to be taken forward in advance of TW’s planned investment programme. In some circumstances, a drainage strategy will need to be produced by the developer in liaison with Thames Water to ensure the appropriate upgrades are in place ahead of occupation of the development.

5.11 Thames Water has advised in general terms that the STW capacity delivered in their business plan period (2010 to 2015) will serve published housing numbers up to 2020. In relation to Carterton, Thames Water advised in 2010 that the infrastructure is currently sufficient to support the levels of development proposed for the Town. However in July 2011 they advised that the Carterton STW is a smallish works with a PE (population equivalent) of 14400 and that as the Ministry Of Defence are potentially looking to send more flows to the works, upgrades would be required. Given the limited land at the STW it may prove difficult to accommodate the additional flows from the Carterton development sites at the STW.

5.12 In relation to Witney, Thames Water advised in 2010 that the proposed STW improvements take account of planned growth up to 2026 and as such should adequately meet the needs of the proposed development to the west of the town (West Witney). In July 2011 they further advised that the Witney STW is a larger works than Carterton (42100 PE) and that given the size of the sewage works it would be more straightforward to upgrade this sewage works to take the flows from the Carterton developments. However to get the flows from Carterton to Witney the 8Km rising main may need to be upgraded.
5.13 The Thames Water Business Plan for 2010 – 2015 also identifies the following requirements:

- Stanton Harcourt Sewage Treatment Works (STW) Quality - additional infrastructure to be provided to meet water quality objective.
- Witney STW Quality - additional infrastructure to be provided to meet water quality objective.

5.14 As water and sewerage undertakers have limited powers under the Water Industry Act to prevent connection to its network ahead of infrastructure upgrades, they rely heavily on the planning system to ensure infrastructure is provided ahead of development either through phasing or the use of Grampian style conditions.

SURFACE WATER DRAINAGE, FLOOD ALLEVIATION AND DEFENCE

Current Situation

5.15 The legal responsibilities are complex but in simplified, summary form are:

- Environment Agency (EA) – permissive powers for main rivers
- Oxfordshire County Council (OCC) – responsible for adopted highways and highway drainage and will have a statutory responsibility for Sustainable Urban Drainage Systems (SUDS) surface water flooding and groundwater under the Flood and Water Management Act 2010.
- Thames Water (TW) – responsible for adopted foul and surface water sewers.
- West Oxfordshire District Council (WODC) – duties as a riparian land owner, and permissive powers under Land Drainage Act 1991 (due to be removed in April 2012), Public Health Act 1936, Highways Act 1980 and Environmental Protection Act 1990.
- Private land owners - duties as a riparian land owner under Land Drainage Act 1991 and Flood and Water Management Act 2010 to ensure the normal natural flow a watercourse is not impeded.

5.16 A Level 1 Strategic Flood Risk Assessment (SFRA) for the District was prepared by Scott Wilson in 2009. The assessment looks at all sources of flooding and identifies that the predominant risk of flooding is from rivers and watercourses in the catchment areas of The River Thames, The River Evenlode and The River Windrush. All Flood Zones have been mapped with an allowance for climate change to 2107.

5.17 The fluvial flood risk in the District is high with large extensive floodplains being a feature of the rural landscape. Locations that are potentially affected by fluvial flooding include Witney, Bampton, Clanfield, Northmoor, The Wychwoods, Brize Norton, Eynsham, Standlake and Charlbury. A number of other settlements have also experienced fluvial flooding.
5.18 Groundwater flooding has been experienced in Shilton, Alvescot, Northmoor, Langford, Combe and Kelmscott. Sewer flooding is also an issue in a number of parishes including Shipton-Under Wychwood, Ascott-Under-Wychwood, Alvescot and Combe. Flooding from the land caused by overland flow or as a result of sudden intense downpours has led to wide scale flooding. To attempt to counteract this increase in runoff in local areas, the use of Sustainable Drainage Systems (SuDS) is becoming more important.

5.19 Following extensive flooding in 2007, the District Council and Environment Agency have investigated options to improve the level of protection from flooding in a number of areas of the District in 2008. Grant funding of around £1,000,000 for specific projects has been allocated and granted from DEFRA and the Environment Agency (EA).

5.20 Flood defence projects in Asthall, Alvescot (lower end), Ascott under Wychwood, Bampton, Bladon, Brize Norton, Broadwell, Cassington, Clanfield, East End, Eynsham, Fawler, Filkins, Fordwells, Kelmscott, Kencot, Kingham, Milton under Wychwood, North Leigh, Leafield, Ramsden, Shipton-under-Wychwood, Shilton, Westwell and areas of Witney - Burwell Meadow, Eastfield Road, Queen Emma’s Dyke, Madley Park and Bridge Street have either been completed or are in progress.

5.21 The Council is funding works to be completed on the Madley Brook and a further three projects funded by the EA and DEFRA are completed/in progress at Milton-under-Wychwood, Kelmscott, and Clanfield.

5.22 The District Council has produced parish flood reports which set out recommendations for on-going action by public bodies and landowners. Periodic updates of progress are published.

Future Requirements

5.23 The SFRA reaches the following conclusions with regard to future development at Witney, Carterton and Chipping Norton:

- Witney: Development within the floodplain of the River Windrush would only be permitted where a robust flood compensation scheme is provided. For development sites located adjacent to the River Windrush and its tributaries, a Level 2 or 3 Flood Risk Assessment (FRA) will be required. The Environment Agency completed a hydraulic modelling study of the Windrush in spring 2011 which provides accurate flood depths and extents through Witney town centre.

- Carterton: has experienced surface water flooding throughout the town. The Shill Brook flowing along the western border has flooding issues downstream. Any development site adjacent to the Shill Brook would require a Level 3 FRA with hydraulic modelling to establish the extent of flood zones. An assessment of surface water flood risk should be made at all development sites as part of a Level 2 FRA.
Chipping Norton: The majority of Chipping Norton is located in Flood Zone 1. Any FRA should include assessment of surface water flooding and impact in increased impermeable area.

5.24 Several further flood mitigation schemes are being progressed. Following a bid to the EA funding has now been received by the District Council to enable further works to be carried out at:

- Colwell Brook, Witney - diversion works costing £30,000.
- Shilton - construction of upstream storage areas and reintroduction of water meadow, £80,000
- Curbridge - culvert repairs and ditch creation/enlarging, £45,000

5.25 The Council has been working with the EA in investigating upstream storage above Hailey Road. The estimate cost is £560,000 and such storage would need to be part of any new development to the north of Witney. The District Council has also been working with the EA in relation to the construction of storage areas upstream of the industrial estate at Crawley estimated at costing £80,000. The feasibility of this scheme is now being taken forward by the EA.

5.26 All new development should incorporate Sustainable Urban Drainage systems and where in flood risk areas or over 1ha should be accompanied by a Flood Risk assessment. An 8m buffer should be provided to all watercourses and a Flood Defence Consent is required from the Environment Agency for works within 8m of a main river. Developer contributions will also be required towards the maintenance of SUDS and off site flood mitigation where appropriate.

5.27 Many of the flood mitigation projects which the Council has delivered have been enabled by funding from the EA. The availability of such funding is becoming more limited and is expected to be targeted at more significant flood mitigation schemes. In West Oxfordshire there is a continuing requirement to investigate and implement more minor interventions and enforce riparian responsibilities. Such interventions are likely to fall below EA thresholds but cumulatively have a significant impact on flood mitigation and the safety and security of residents and businesses.

5.28 The indicative scale of flood defence infrastructure funding required to support minor interventions is considered to be:

- Ditch clearance programme required due to adopting areas adjacent watercourses without obtaining commuted sums to maintain the watercourses in the future (£15k annually)
- Maintaining critical watercourses in unregistered land (£10k annually)
- Legal and practical investigations and surveys on land drainage and flooding issues (£10k annually)
• Assisting residents with problems involving private piped systems which discharge to watercourses and where not covered by the duty on water companies to adopt them (£10k annually)

6. **ENERGY**

**GAS (GENERATION AND DISTRIBUTION)**

**Current Situation**

6.1 National Grid owns and operates the high pressure gas transmission system in England, Scotland and Wales connecting to 8 distribution networks. National Grid has a duty to develop and maintain an efficient co-ordinated and economical transmission system for the conveyance of gas and respond to requests for new gas supplies in certain circumstances.

6.2 New gas transmission infrastructure developments (pipelines and associated installations) are periodically required to meet increases in demand and changes in patterns of supply. Developments to the network are as a result of specific connection requests e.g. power stations, and requests for additional capacity on the network from gas shippers.

6.3 Scotia Gas Networks (SGN) owns and operates the local gas distribution network in most of the District with West and Wales Utilities (WWU) covering some western parts. Reinforcements and developments of the local distribution network generally are as a result of overall demand growth in a region rather than site specific developments. A competitive market operates for the connection of new developments.

**Future Requirements**

6.4 SGN advised in December 2011 that the gas network passed close to the proposed West Witney Strategic Development Area (SDA) and that reinforcement of the network to support the additional load may be required.

6.5 WWU advised in January 2012 that a Strategic Development Area at Carterton would require some reinforcement to facilitate the growth but that having regard to current infrastructure they did not anticipate any difficulty with supplying gas to the proposed dwellings.
ELECTRICITY (GENERATION AND DISTRIBUTION)

Current Situation

6.6 National Grid owns and operates the National Electricity Transmission System (NETS) that links the major power stations and transports electricity in bulk across the country. National Grid’s high voltage electricity overhead transmission lines / underground cables within the District include the 4TE line – 400kV route from Cowley substation in South Oxfordshire to Seven Springs in Cotswold District.

6.7 Distribution companies own and operate the lower voltage electricity network, connecting the smaller power stations and the national grid to every electricity customer in Britain. Originally there were 14 Distribution Network Operators (DNOs) but these have been joined by a number of smaller independent Distribution Network Operators (IDNOs). The distribution company with responsibility for making new grid connections in the District is SSE Power Distribution.

Future Requirements

6.8 In response to a consultation on the Draft Core Strategy January 2011, SSEPD’s Network Development Planner offered the following general guidance on the provision of electricity infrastructure and the treatment of any existing infrastructure in relation to future development:

‘Connections for new development from existing infrastructure can be provided subject to cost and time-scale. Where existing infrastructure is inadequate to support the increased demands from the new development, the costs of any necessary upstream reinforcement required would normally be apportioned between the developer and DNO (Distribution Network Operator) in accordance with the current Statement of Charging Methodology agreed with the industry regulator (OFGEM). Maximum time-scales in these instances would not normally exceed around 2 years and should not therefore impede delivery of any proposed housing development.

Where overhead lines cross development site, these will, with the exception of 400 kV tower lines, normally be owned and operated by SSE Power Distribution (SSEPD). In order to minimise costs wherever possible, existing overhead lines can remain in place with uses such as open space, parking, garages or public highways generally being permitted in proximity to the overhead lines. Where this is not practicable, or where developers choose to lay out their proposals otherwise, then agreement will be needed as to how these will be dealt with, including agreeing costs and identifying suitable alternative routing for the circuits. The existing customer base should not be burdened by any costs arising from new development proposals. To ensure certainty of delivery of a development site, any anticipated relocation of existing overhead lines should be formally agreed with SSEPD, prior to submission of a planning application’.
6.9 National Grid raised no detailed issues in response to the consultation.

**BIOMASS PROCESSING**

**Current Situation**

6.10 There is a growing interest in the district in the use of biomass as a source of renewable energy. The two main areas where interest is strongest are at the small, domestic scale, wood stoves and fires, and at the larger estate scale (Blenheim, Ditchley, some other private estates) particularly where estates are able to harvest their own fuel. Slower progress is being experienced within other sectors where development activity is taking place and where there is significant opportunity to install biomass systems. The main barrier to progress remains the lack of boiler installation. The market will flow to supply fuel once there is a demand for it.

**Future Requirements**

6.11 An investigation into renewable energy in West Oxfordshire (the CAG Study referred to below) concluded that because of environmental and technical constraints, the development of biomass as a fuel source would be particularly suitable/desirable for local renewable energy generation and would also have wider environmental and economic benefits.

6.12 Some initial work is underway to stimulate demand for biomass and develop a local, sustainable supply in West Oxfordshire. Further work is required which could include, for example, promoting the use of woodfuel, providing technical information and support to encourage biomass in new development, promoting short rotation coppice and assessing local woodland resources.

6.13 Larger developments will be expected to undertake a feasibility assessment into the use of local woodfuel biomass. Contributions from new development towards local woodfuel initiatives will be sought where appropriate.

**DECENTRALISED, RENEWABLE AND LOW CARBON ENERGY (INCLUDING COMBINED HEAT AND POWER (CHP))**

**Current Situation**

6.14 A report by Thames Valley Energy in September 2012, *Renewable Energy in the Thames Valley in 2012*, identified a number of renewable energy technologies within West Oxfordshire producing electricity and heat which, combined, generate approximately 19,530MWh of energy. In addition, it was estimated that around 20,401MWh of renewable transport fuel is used.
Overall, some 2.1% of the energy consumed within the District is generated from renewable sources. The breakdown is shown in the following table:

<table>
<thead>
<tr>
<th>Source</th>
<th>Number of installations</th>
<th>Installed Capacity kWe</th>
<th>Installed Capacity kWth</th>
<th>Output MWh_e</th>
<th>MWh_th</th>
</tr>
</thead>
<tbody>
<tr>
<td>Onshore wind</td>
<td>5</td>
<td>13</td>
<td>10</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Solar PV</td>
<td>861</td>
<td>2,623</td>
<td>1,383</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Landfill gas</td>
<td>1</td>
<td>2,128</td>
<td>9,551</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Biomass</td>
<td>4</td>
<td>120</td>
<td>162</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other thermal</td>
<td>23</td>
<td>206</td>
<td>563</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Biogas</td>
<td>1</td>
<td>2,085</td>
<td>7,861</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Renewable Energy</strong></td>
<td><strong>895</strong></td>
<td><strong>6,849</strong></td>
<td><strong>326</strong></td>
<td><strong>39,206</strong></td>
<td><strong>725</strong></td>
</tr>
</tbody>
</table>

The District Council is working to reduce the greenhouse gas emissions from its own buildings and operations. This includes emissions from its offices and corporate buildings, leisure centres, business mileage and fleet. From 2009/10 to 2010/11, the Council reduced its greenhouse gas emissions by 4.7% and aims to do the same in this financial year.

In addition, the District Council is part of the wider Oxfordshire Partnership (OP) and helped develop 'Oxfordshire 2030' which identifies a long-term vision for Oxfordshire’s future. Part of the strategic objectives is to reduce Oxfordshire’s CO2 emissions by 50% compared to 2008 levels by 2030 and to reduce public sector and domestic energy and water use to below the UK average. One of the ways this can be done is by installing renewable energy technologies.

Future Requirements

A report by CAG Consultants, *Renewable Energy and Sustainable Construction Study* (September 2009), provided an evidence-based understanding of the local feasibility and potential for decentralised, renewable and low carbon technologies in West Oxfordshire. The report identified significant constraints on the development of large-scale renewable energy schemes, particularly for wind turbines due to the District’s highly-valued landscape, including the Cotswolds AONB, and its historic environment.

In addition, the dispersed settlement pattern in the district means that large-scale wind turbines on most sites will generate some amenity impacts and that the opportunities for district heating schemes will be limited. The District is also used extensively for aviation activities, which is likely to act as a further significant constraint on large-scale wind turbine development over extensive areas.
6.20 The appropriateness and potential of renewable and low carbon technologies for use in new developments were considered. Small scale renewables (photovoltaics, solar hot water, ground and air sourced heat pumps, micro hydro, biomass heating systems and small scale wind), could play a useful role, although viability and feasibility will vary from site to site.

6.21 Larger scale CHP/district heating, offers potential benefits include very efficient use of fuel, which can be renewable. Constraints include the high initial cost of infrastructure, a requirement for high density and preferably mixed development, and a conflict with UK energy policy which is built on choice. The potential for large scale CHP/district heating in West Oxfordshire were examined in some detail in respect of each of the site options for major development in Witney, Carterton, Chipping Norton, Eynsham and Woodstock.

6.22 Opportunities for larger scale wind developments were found to be relatively scattered and located in the north and west of the district, most of which is included within the AONB.

7. WASTE AND RECYCLING

Current Situation

7.1 West Oxfordshire District Council is responsible for the collection of waste from domestic properties and for the management of recycling banks in Bablock Hythe, Burford, Carterton, Charlbury, Chipping Norton, Clanfield, Ducklington, Eynsham, Hardwick, Long Hanborough, Standlake, Stonesfield, Tackley, Witney and Woodstock. It also offers a commercial waste collection service.

7.2 Oxfordshire County Council is the waste disposal authority (WDA) and is responsible for disposing of the waste that is collected by the District Councils. Like most areas, Oxfordshire has previously been reliant on landfill as the primary means of waste disposal, however a new energy from waste facility at Ardley is being built and once operational it is estimated that no more than 5% of the County’s municipal waste will need to be sent to landfill. The plant will also treat commercial and industrial waste.

7.3 In terms of existing waste management facilities in West Oxfordshire there is a Household Waste Recycling Centre (HWRC) at Dix Pit near Stanton Harcourt which also incorporates a landfill. There is also an Anaerobic Digestion (AD) facility at Cassington which treats organic waste such as food.
7.4 The County Council is also the Waste Planning Authority (WPA) for Oxfordshire. Their Minerals and Waste Core Strategy will set out the vision, objectives, overall spatial strategy and policies for meeting requirements for new waste management facilities in Oxfordshire up to 2030. The strategy covers all types of waste, including municipal, commercial & industrial and construction, demolition & excavation wastes. It will be supplemented by a minerals and waste site allocations document identifying specific sites for waste management.

Future Requirements

7.5 There is a significant need for expanded reuse, recycling and composting facilities to reduce the quantities of waste disposed through landfill. Within West Oxfordshire, waste management facilities are expected to be small-medium in scale providing local facilities only. There are current proposals to provide a HWRC at Greystones on the outskirts of Chipping Norton. The proposal is projected to generate the District Council an income of around £22,000 a year and pay for itself within 8 years. A consultation took place in July 2012 and a planning application was submitted in August 2012.

7.6 The District Council are also investigating the possibility of providing staffed community recycling centres, e.g. at Chipping Norton.

7.7 There is a requirement for bulking of residual municipal (i.e. black bin) waste for transfer to the Ardley Energy from Waste facility when that becomes operational in winter 2014/15. The County Council is about to procure a contract to provide this service from West/South/Vale and it could lead to the provision of a new transfer station in West Oxfordshire. The County Council is not prescribing that it should be located in Witney or Carterton through the procurement but that it should be conveniently located for both waste collection vehicles to deliver to and for onward transport to Ardley. The Minerals and Waste Core Strategy (Policy W5) states that facilities to serve local needs should be located where they are well related to the main sources of waste e.g. Witney and Carterton.

7.8 The future need for and location of new waste management facilities is addressed by Oxfordshire County Council in their Minerals and Waste Core Strategy (Proposed Submission Document, May 2012). The IDP will be updated accordingly as this plan is progressed to adoption.
8. **MINERALS**

**Current Situation**

8.1 Oxfordshire has extensive sand and gravel resources, particularly in the south along the River Thames and its tributaries including within West Oxfordshire, the Lower Windrush Valley and between Eynsham, Cassington and Yarnton where there are quarries at Gill Mill (Ducklington) and Stanton Harcourt and Cassington. Limestone and ironstone are found in the north and west of the county, including areas within West Oxfordshire at Burford, Sarsden, Great Tew and Rollright. There are also a number of active temporary and permanent secondary and recycled aggregate facilities throughout the District.

**Future Requirements**

8.2 The County Council is the Mineral Planning Authority (MPA) for Oxfordshire. Their Minerals and Waste Core Strategy will set out the vision, objectives and overall spatial strategy for meeting minerals requirements in Oxfordshire up to 2030. The proposed submission Core Strategy (May 2012) includes a strategy and policies for sand and gravel, soft sand and crushed rock extraction. The strategy will be supplemented by a minerals and waste site allocations document.

8.3 The Core Strategy needs to make provision for mineral working and supply to meet the needs, particularly aggregates for construction, for growth and development that is likely to take place in Oxfordshire over the next 20 years. The strategy aims to make provision for 20.2 million tonnes of sharp sand and gravel over the plan period equating to 1.01 million tonnes per annum.

8.4 In West Oxfordshire, the plan identifies two main areas for sand and gravel working; the Lower Windrush Valley and Eynsham / Cassington / Yarnton. Proposed locations for crushed rock working include land south of the A40 near Burford. A proposed location for sand working at Duns Tew is partly within West Oxfordshire.

8.5 The District Council has expressed concerns about the continuation of sand and gravel working in the District and has argued that other options closer to areas of major growth elsewhere should be considered. The District Council will continue to engage with the County Council through the preparation of the Minerals and Waste Core Strategy.
9. **TELECOMMUNICATIONS**

**BROADBAND, WIRELESS, MOBILE AND LANDLINE**

**Current Situation**

9.1 Fixed telephone landlines are available throughout the District and the licence under which BT operates requires it to provide additional network capacity upon request. Internet service by landline connections is of variable speed and in some areas is unreliable and slow. Virgin Media is available in some parts of the District, primarily in the main towns (Witney and Carterton).

**Future Requirements**

9.2 The rollout of high speed or “Next Generation” broadband will have major impacts on the economy, giving businesses and employees greater flexibility in the way they work as well as the way in which individual businesses can compete on a global scale. It will also have significant social impacts such as facilitating the provision of “telehealth” care\(^{11}\).

9.3 In December 2010 the Government published ‘Britain’s Superfast Broadband Future’ which sets out its vision for broadband in the UK, and how it will deliver it. The vision is to ensure that the UK has the best superfast broadband network in Europe by 2015. It is expected that by 2015 high speed broadband will have been rolled out to around two thirds of the country where the population density is high enough to make it commercially viable. The roll out to the final third will be more complex and challenging.

9.4 Funding has been made available for upper tier local authorities such as Oxfordshire County Council to develop their own broadband infrastructure project areas of market failure known as “White” areas\(^{12}\), for state aid purposes. These are areas where the telecoms market has indicated that it will not be upgrading the infrastructure, on a commercial basis, to be able to deliver superfast broadband and they include much of the rural parts of the District. This funding is administered by Broadband Delivery UK (BDUK) which, on 16 August 2011, announced that Oxfordshire would be allocated £3.86 million to provide faster broadband speeds in rural areas up to 2015. The funding can be used on completion of an agreed Local Broadband Plan (LBP).

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\(^{11}\) Telehealth care compliments existing health care through the use of electronic sensors or equipment that monitor vital health signs remotely.

\(^{12}\) A ‘Superfast Broadband White area’ is where services at an access (download) speeds of over 24 Mbps, are not available at affordable prices and there are no private sector plans to deliver such services in the next three years; or there is no Superfast broadband infrastructure nor private sector plans to invest in such services within three years.
9.5 Oxfordshire County Council is currently working on its LBP known as ‘OxOnline’ which aims to make sure that Oxfordshire’s rural areas have access to superfast broadband and improved mobile phone coverage. A partnership involving the private, public and community sectors has been established to help bring the project forward. It is expected that the private market will expand to provide service to 72% of the county by 2015. The OxOnline project aims to increase coverage to 90% by 2015. The provision of fibre optic cabling, or at least ducting for the later installation of fibre optic cabling, to new properties would facilitate the roll-out of high speed broadband throughout the District.

9.6 The County Council have stated that they will match the £3.86m funding from BDUK and have also said that they will make an additional £6.14m available to perform upgrades on the Oxfordshire Community Network broadband system for the schools in the county.

9.7 There is also some additional possible funding available from DEFRA’s Rural Community Broadband Fund\(^\text{13}\) (RCBF). This is a £20m pot jointly funded by DEFRA and BDUK to provide grants to communities to establish superfast broadband in hard-to-reach areas. Applications can be submitted during open rounds of bidding by communities in rural locations falling within the 10% hard to reach areas identified in the Local Broadband Plan Oxonline.

PART B - SOCIAL INFRASTRUCTURE
10. **HOUSING**

**AFFORDABLE HOUSING**

**Current Situation**

10.1 The average price for a home in West Oxfordshire, £270,061, is higher than the national average and the District’s cheapest (lower quartile) housing is over 9 times the lowest (lower quartile) annual wage. Affordable housing is therefore a key issue for the District. There are approaching 46,000 dwellings in West Oxfordshire and around 12% of these are affordable homes, managed by registered social providers. 578 new-build affordable homes have been provided within the District over the last five years.

**Future Requirements**

10.2 The provision of a significant increase in number, type and distribution of affordable housing for both rent and subsidised sale is a key priority for West Oxfordshire. The draft Local Plan seeks to ensure that around 35% of all new housing delivered over the plan period is affordable. Reflecting the high level of housing need in the District, provision towards affordable housing will be required from any scheme involving a net gain of one or more dwellings. For schemes of 1 – 5 dwellings, the Council will be prepared to accept a financial contribution and for schemes of 6+ provision of affordable housing will be expected on-site.

10.3 In terms of the type of housing to be provided, as a guide the Council is seeking an overall mix of affordable housing in the following proportions:

- 65% to be one/two bedroom homes to meet the needs of younger single and couple households, older people and small family households;
- 35% to be three or four bedroom homes.

**SUPPORTED ACCOMMODATION**

10.4 By ‘supported’ accommodation we mean that which is provided for people with particular needs. Examples include care homes and nursing homes, sheltered housing and extra-care (very sheltered) housing plus other forms of supported accommodation including that which is provided for vulnerable adults, people with disabilities, mental health issues and hostels.
Current Situation

10.5 There are a number of existing supported accommodation facilities in West Oxfordshire including residential care homes, nursing homes, age exclusive and sheltered housing and extra care. There are also some existing facilities for vulnerable adults, people with learning disabilities and mental health issues within the District. In particular, there are a total of 44 properties (110 bed spaces) being used as supported living by people with learning disabilities. Of these, 29 properties (74 bed spaces) are in Witney, 8 properties (22 bed spaces) are in Chipping Norton and 7 properties (14 bed spaces) are in Carterton.

10.6 There are 11 units of supported accommodation for people with mental health needs, both schemes located in Witney. There are no hostels.

Future Requirements

10.7 Local demographic projections shows not only an overall increase in the size of the population and the number of households but also shows significant growth in the numbers of older people, with the over 64 age group showing a 66% increase between 2006 and 2026 and an 82% increase in those aged 75 and over, in the same period. To cater for the increased need for accommodation for older residents, a number of residential care homes have been granted planning permission over recent years and this trend is likely to continue.

10.8 The Oxfordshire Extra Care Housing (ECH) Strategy\textsuperscript{14} was set up by Oxfordshire County Council, working with the Districts, to formulate a strategy whereby the increasing demand for extra care housing could be met. West Oxfordshire has been set a target of 1013 such homes to be delivered by the year 2031. This target is based on 55 ECH flats per 1000 people aged 75 and over. There are currently close to 500 units planned in the District including a care village at Coral Springs.

10.9 Locations or service centres without ECH are Bampton, Eynsham, Woodstock, Hanboroughs and Charlbury. Areas needing more capacity are Witney and Chipping Norton and Oxfordshire County council have been looking at the possibility of provision of a large Extra Care Village (\textasciitilde170 flats) at the proposed West Witney Strategic Development Area.

10.10 In terms of other forms of supported accommodation, there is a generally acknowledged need for more provision for all client groups.

\textsuperscript{14}\hspace{1em} \url{http://portal.oxfordshire.gov.uk/content/publicnet/council_services/health_social_care/general/strategy/ECHstrategy.pdf}
GYPSIES, TRAVELLERS AND TRAVELLING SHOWPEOPLE

Current Situation

10.11 There are ten authorised gypsy and traveller sites in West Oxfordshire, two in the northern half of the District (at Kingham and Chadlington) and eight in the southern half (Standlake, Alvescot, Minster Lovell, Weald, Carterton, Stanton Harcourt, Barnard Gate and Eynsham). Other than The Furlong at Standlake which is owned and managed by Oxfordshire County Council, all the sites are privately run.

10.12 Most of the sites are small, accommodating one family. The Beeches, near Chadlington, and the site at Ting Tang Lane, near Minster Lovell, are the two largest sites with in excess of 20 and 30 pitches respectively. There are 5 sites for travelling showpersons in the District, all privately owned, at Cassington, Witney, Shilton, Sutton and Freeland.

10.13 In addition to the authorised sites, there is an unauthorised encampment of new travellers at Eynsham (for 5 families) and a currently unoccupied unauthorised development for 8 pitches for Gypsies at Tar Road, Stanton Harcourt.

Future Requirements

10.14 The Government is aiming to increase the number of authorised sites in order to address under provision, maintain an appropriate level of supply and allow travellers to access education, health, welfare and employment. The Oxfordshire Needs Assessment for Travelling Showpeople (2008) identifies the need for 13 new plots in West Oxfordshire by 2018. It should be noted that six plots have since been given planning approval at Freeland, leaving a requirement for seven new plots.

10.15 The needs assessment fed into a partial review of the South East Plan which recommended in 2009, that 14 new pitches were required for Gypsies and Travellers and 12 for travelling showpeople in West Oxfordshire between 2006 and 2016. However, at the Partial Review Examination in Public the background evidence to the recommendation, especially in relation to Gypsies and Travellers, was called into question and with the proposed abolition of regional plans, the Inspector’s Report was never published.

10.16 In terms of identifying a future requirement for Travelling Showpeople, it is possible to project forward the 2008 needs assessment to 2029 (using a 3% compound growth rate to household formation) and this indicates that there is a need for an additional 3 plots between 2018 and 2029. With the six new plots at Freeland having been provided, the indication is that there is a need for the provision of a further 10 plots by 2029.
10.17 To obtain a more accurate and up to date picture of the future requirement for Gypsies and Travellers, the Council has jointly commissioned an accommodation needs assessment with Cherwell District Council and South Northamptonshire Council. The study will be published in autumn 2012 with a view to informing a partial review of the Local Plan or the preparation of a separate DPD. In the interim, the Council will adopt a ‘criteria-based’ approach to deal with any speculative proposals that come forward.

11. HEALTH

11.1 Generally speaking, the health of West Oxfordshire’s residents is better than the England average and their life expectancy is around two years longer, for both men and women. All-cause mortality rates have fallen over the last 10 years and early death rates from heart disease, strokes and cancer are also better than the averages for England. However, there is still room for improvement in some areas including rates of obesity in children and adults.

PRIMARY HEALTHCARE

Current Situation

11.2 The day-to-day healthcare for West Oxfordshire’s residents is provided by 16 local GP surgeries, 13 local pharmacies, 20 dental practices and 12 optometrists (see map overleaf).
Witney Sub-Area

11.3 This sub-area includes 4 of West Oxfordshire’s 16 GP surgeries and the larger of the two hospitals. All of these facilities are located in Witney, which holds about a quarter of the District’s households.

Carterton Sub-Area

11.4 The Carterton sub-area has a relatively young age profile with an average age of around 35 years. Carterton itself, which has around 16,000 residents, is served by 3 GP surgeries from two sites and there is another surgery in Bampton to the south-east.

Chipping Norton Sub-Area

11.5 Chipping Norton itself is the District’s third largest town and both of the sub-area’s GP practices are located here. There are villages to the east of this sub-area that are 10 miles or more from Chipping Norton’s facilities although there are practices in neighbouring districts that are within a 5-mile striking distance.

Eynsham-Woodstock Sub-Area

11.6 There are three GP practices within this sub-area, one in each of the service centres of Eynsham, Long Hanborough and Woodstock.

Burford-Charlbury Sub-Area

11.7 This by far the largest sub-area in the District. However, it is also the second least densely populated – 0.7 persons per hectare compared to 4 per hectare in the Witney sub-area. There are GP practices at Burford, to the south, Charlbury, to the east and the Wychwood Surgery which is centrally located. The villages to the north of the area are within 3 to 4 miles of the surgeries in Chipping Norton.

Future Requirements

11.8 Discussions with Oxfordshire PCT in 2011 suggested that generally Oxfordshire is well provided with health facilities with good accommodation and targets for journey distances to facilities being met.

11.9 Further discussions have been held since then and in West Oxfordshire it has been confirmed that there are no major issues, in particular that:

- Wychwoods (new in 2003), Burford (extended in 2010 and 2011) Charlbury, Long Hanborough, Eynsham (extended in 2011) and Bampton (refurbished 2011) have adequate capacity and can accommodate more patients.
- At Carterton the existing surgeries of Broadshires (new in 2001) and Carterton Health Centre (being refurbished in 2012) can accommodate the proposed level of growth.

- Further growth at West Witney would not require a new health centre given the availability of other existing facilities nearby. Deer Park, the nearest surgery to the new populations, has some capacity in the existing surgery and room to expand on site if necessary. If patients chose to register in the town centre the new Windrush Witney Health Centre opened in March 2012.

- Any additional requirements associated with additional strategic development at East Witney could be absorbed by existing primary healthcare facilities in the town.

11.10 It should be noted that in Chipping Norton the business case to relocate the two practices to the new Community Hospital site received PCT approval in 2011 and detailed plans are currently being drawn up for planning and PCT approval.

11.11 Elsewhere, the PCT continues to work with the practice in Woodstock to identify a site within the town for a new surgery.

**COMMUNITY HEALTHCARE**

**Current Situation**

11.12 There are two community hospitals in West Oxfordshire, the Witney Community Hospital and the War Memorial Community Hospital in Chipping Norton. The Witney Community Hospital includes:

- 60 in-patient beds in 2 wards
- a minor injuries unit
- a first aid unit
- a base for rapid access clinic
- X-ray
- day care services
- an outpatients clinic
- therapy services
- staff-based services including community midwives and
- a 10-bed specialist stroke unit
11.13 The War Memorial Community Hospital in Chipping Norton includes:

- a 14-bed intermediate care unit
- the Cotswold Maternity Unit
- a First aid unit
- Physiotherapy
- X-ray
- Speech and language therapy
- Podiatry

Future Requirements

11.14 No specific future requirements for community healthcare provision have been identified at this stage.

SECONDARY CARE

Current Situation

11.15 Secondary care to the West Oxfordshire population is in most cases provided by Oxford University Hospitals NHS Trust, generally from one of the hospitals in Oxford. However it is NHS policy to increase the commissioning of types of care in GP surgeries and other community settings which have traditionally been provided in acute hospitals, to improve access for patients. For example the ground floor of the Windrush Health Centre in Witney is in part a base for community services including podiatry and in part clinical space for locally commissioned services such as endoscopy and other visiting consultant clinics.

Future Requirements

11.16 No specific future requirements for secondary care provision have been identified at this stage.

TERTIARY HEALTHCARE

Current Situation

11.17 Tertiary care is specialised consultative healthcare, often for patients who have been referred by a primary or secondary health professional. Examples include specialist hospitals such as those dealing with children or people with mental health issues. There are currently no tertiary health care facilities in West Oxfordshire, the nearest being located in Oxford.

Future Requirements

11.18 No specific future requirements have been identified at this stage.
12. **PUBLIC SAFETY**

**POLICE**

**Current Situation**

12.1 Policing in West Oxfordshire is the responsibility of Thames Valley Police, the largest non-metropolitan police force in England and Wales who cover Berkshire, Buckinghamshire and Oxfordshire and serve a population of more than 2 million people. The Thames Valley Police force area is divided into 14 Local Policing Areas (LPAs) of which West Oxfordshire is one.

12.2 Within West Oxfordshire, Thames Valley Police work on a neighbourhood basis with 15 neighbourhoods currently defined covering Witney (6), Carterton/Bampton/Burford (3), Chipping Norton (3), Woodstock (2) and Eynsham (1). A number of different priorities have been identified for each neighbourhood area. The priorities for Witney Central example are:

- Anti-social behaviour
- Litter/fly-tipping
- Speeding
- Parking
- Drinking/pubs

12.3 Regular ‘Have Your Say’ meetings are held to provide local communities with the opportunity to meet local neighbourhood officers and discuss local priorities and concerns.

12.4 The table below sets out the existing police stations in West Oxfordshire. It should be noted that different stations have different ‘tiers’ of front counter services i.e. 1, 2 and 3. This essentially relates to the different level of services available to the public with tier 3 police stations offering the complete range of front counter services. Tier 3 police stations are open for a minimum of 40 hours a week, with one 24-hour station available in each county within Thames Valley.

**Police Stations in West Oxfordshire**

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>Tier</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carterton</td>
<td>Police Station, Burford Road, OX18 3AG</td>
<td>2</td>
</tr>
<tr>
<td>Charlbury</td>
<td>Police Station, Spendlove Centre, Enstone Road, OX7 3PQ</td>
<td>1</td>
</tr>
<tr>
<td>Chipping Norton</td>
<td>Police Station, London Road, OX7 5AW</td>
<td>2</td>
</tr>
<tr>
<td>Eynsham</td>
<td>Police Station, Village hall, Back Lane, OX29 4QW</td>
<td>1</td>
</tr>
<tr>
<td>Witney</td>
<td>Police Station, Welch Way, OX28 6JN</td>
<td>3</td>
</tr>
<tr>
<td>Woodstock</td>
<td>Police Station, Hensington Road, OX20 1JL</td>
<td>2</td>
</tr>
</tbody>
</table>
Future Requirements

12.5 Discussions have been held with Thames Valley Police in relation to the future infrastructure requirements that would be needed to support planned growth identified in the draft Local Plan. They have identified the following requirements:

<table>
<thead>
<tr>
<th>Settlement</th>
<th>Infrastructure</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Witney</td>
<td>Adaptation of Witney Police Station to accommodate growth</td>
<td>Indicative costs based on previous projects £300,000</td>
</tr>
<tr>
<td></td>
<td>1 unmarked police car (including running costs)</td>
<td>£26,000 (£8.5k capital cost plus 5 years of running costs at £3,500)</td>
</tr>
<tr>
<td></td>
<td>1.5 PCSO</td>
<td>£257,182.50 (£6,140 set up cost plus £33,063 x 5 years per PCSO)</td>
</tr>
<tr>
<td></td>
<td>1 ANPR camera</td>
<td>£30,000</td>
</tr>
<tr>
<td>Carterton</td>
<td>2 PCSO</td>
<td>£342,910 (£6,140 set up cost plus £33,063 x 5 years per PCSO)</td>
</tr>
<tr>
<td></td>
<td>1 marked car</td>
<td>£42,300 (£13,200 set up cost plus 5 years of running cost at £5,820)</td>
</tr>
<tr>
<td>Chipping Norton</td>
<td>1 marked vehicle to improve police visibility in rural area</td>
<td>£42,300 (£13,200 set up cost plus 5 years of running cost at £5,820)</td>
</tr>
<tr>
<td>Woodstock</td>
<td>Adaptation/extension of Police Station provision to serve impact of new development.</td>
<td>£62,500</td>
</tr>
<tr>
<td>Eynsham</td>
<td>Adaptation/extension of Police Station provision to serve impact of new development.</td>
<td>£25,000 - £50,000</td>
</tr>
</tbody>
</table>
FIRE & RESCUE

Current Situation

12.6 Oxfordshire Fire and Rescue Service (OFRS) is organised around 3 Fire Risk Areas based upon the five District Council areas:

- West / Cherwell
- Oxford City; and
- South / Vale

12.7 The service sets ‘response standards’ for how quickly they respond to emergencies. Under normal circumstances, when an emergency occurs a fire engine will be sent from the nearest fire station. The service aims for 80% of these attendances to be made within 11 minutes and 95% to be made within 14 minutes.

12.8 There are 7 fire stations in West Oxfordshire and these are listed below. Carterton is served by the fire stations at Burford and Bampton and these fire cover arrangements have been considered adequate by the fire and rescue service when considered against the level of risk in the town and surrounding area.

Fire Stations

<table>
<thead>
<tr>
<th>Location</th>
<th>Appliances</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Road, Bampton</td>
<td>1 Rescue Engine</td>
</tr>
<tr>
<td>Witney Street, Burford</td>
<td>1 Rescue Engine</td>
</tr>
<tr>
<td>Sturt Road, Charlbury</td>
<td>1 Rescue Engine</td>
</tr>
<tr>
<td>Burford Road, Chipping Norton</td>
<td>2 Rescue Engines</td>
</tr>
<tr>
<td>Station Road, Eynsham</td>
<td>1 Rescue Engine, 1 Incident Support Unit</td>
</tr>
<tr>
<td>Welch Way, Witney</td>
<td>2 Rescue Engines</td>
</tr>
<tr>
<td>Hensington Road, Woodstock</td>
<td>1 Rescue Engine and Control Unit</td>
</tr>
</tbody>
</table>

12.9 Plans for a joint control centre for Oxfordshire Fire and Rescue Service (OFRS) and Royal Berkshire Fire and Rescue Service (RBFRS) have recently been approved and it is anticipated that the Thames Valley Fire Control Service (TVFCS) will go live in April 2014.
Future Requirements

12.10 Whilst emergency cover at Carterton is considered adequate at present, taking into account the intensification of activity at RAF Brize Norton and the likely future level of growth planned through the emerging Local Plan, this situation continues to be monitored and is also related to the long term sustainability of the fire stations at Bampton and Burford.

12.11 The County Council will continue to evaluate and assess risk throughout West Oxfordshire and the rest of the county through an Integrated Risk Management Plan (IRMP) which sets out what the County Council aim to achieve, the priorities they will focus on and the high level measures and targets which will let them know if they are on track to deliver. The County Council is currently developing a new strategic IRMP which will be released in April 2013. This will look at number of future options to be explored over the 5 year lifespan of the IRMP strategy.

AMBULANCE

Current Situation

12.12 West Oxfordshire is covered by the South Central Ambulance Service (SCAS) which provides a mobile healthcare service for around four million people over an area of some 3,500 square miles. The service responds to about 400,000 emergency call-outs each year in double and single-manned paramedic ambulances, motorcycles, cars and through Community and Fire co-responders.

12.13 Resource centres are located at Oxford (Kidlington and Headington), Banbury (Adderbury) and Abingdon (Didcot) and each is staffed to provide:

- 4 ambulances, 24 hours a day, seven days a week, all year + 2 – 3 spares
- 1 ambulance 10:00 – 18:00 Monday to Friday
- 2 Rapid Response Vehicles (RRV) 06:00 – 01:00 Monday-Thursday and Sunday and 24 hours Friday-Saturday + 1 spare
- 1 Supervisor RRV 24 hours, 7 days per week for 365 days per year

12.14 Areas are categorised to determine whether or not they are likely to have an ambulance on standby:

- Urban – 4+ incidents a day (Banbury, Oxford, Abingdon)
- Semi-urban – 2-4 incidents a day (Kidlington, Witney, Didcot, Wantage)
- Rural – less than 2 incidents a day (all other areas in West Oxfordshire)

12.15 Within West Oxfordshire, there are ambulance standby points in Witney and Chipping Norton. The District is covered by the air ambulance service for Berkshire, Buckinghamshire and Oxfordshire.
Future Requirements

12.16 No future requirements have been identified at this stage.

**ARMED FORCES**

**Current Situation**

12.17 West Oxfordshire is home to RAF Brize Norton the largest RAF station in the UK located between Carterton and Brize Norton village. The station employs around 3,900 service personnel and 600 civilians and plays an important role in the local community. RAF Brize Norton is the home of the RAF’s strategic air transport (AT) and air-to-air refuelling (AAR) forces. The majority of the aircraft based at Brize Norton are capable of operating in both roles. RAF Brize Norton provides rapid global mobility and AAR flexibility - two fundamental elements of expeditionary Air Power that currently underpin both National and NATO defence strategies.

12.18 There are several other important units based at RAF Brize Norton. No 1 Parachute Training School (PTS) carries out parachute training for all 3 Services. The Royal Auxiliary Air Force’s No 501 Squadron and No 4624 Movements Squadron provide support for a range of RAF activities, both at home and overseas. RAF Brize Norton is also home to the Department of Community Mental Health and provides administrative support for several other units including: The Defence Movements School (DMS), which provides movements training for all 3 services; 90 Signals Unit, which is a mobile unit providing field communications and navigation equipment to the Royal Navy, Army and RAF. RAF Brize Norton is also the home of the Joint Air Delivery Test & Evaluation Unit (JADTEU).

12.19 Repatriations of fallen service personnel now come through RAF Brize Norton. A Memorial Garden has been constructed along the repatriation route and a Memorial Bell Campaign is under way to raise funds for a bell to be installed.

**Future Requirements**

12.20 RAF Brize Norton is being expanded and will become the single air movement base for the military in the UK as RAF Lyneham has now closed. Around 2,500 troops have relocated from Lyneham to Brize Norton as part of the expansion. The MOD have indicated that personnel at RAF Brize Norton will increase to around 6,000 but then is likely to decline to around 5,000 as older aircraft are retired and replaced.

12.21 The expansion means that more troops and their families are expected to be moving to the local area. The MOD is progressing the redevelopment of older areas of MOD housing to meet the needs of service families. Two areas of housing currently have planning permission for redevelopment and replacement. Some additional housing and a significant amount of additional Single Living Accommodation is being provided on the base. Although
positive for the local economy, the influx of personnel has implications for local infrastructure provision, notably education, sports facilities and pitch provision which are considered elsewhere in the IDP.

12.22 ‘Programme Future Brize’ was established in March 2009 and since then the team has been refining the RAF’s future plan for RAF Brize Norton and preparing for the introduction into service of new aircraft such as the Future Strategic Tanker Aircraft (FSTA (KC-30)) and A400M, and seeing the VC10, TriStar and C-130K aircraft go out of service. RAF Brize Norton continues to be in a period of concentrated construction and redevelopment in preparation for the new aircraft fleets and the arrival of their Support Units from RAF Lyneham. This may include new aircraft hangars, passenger and freight handling facilities, and relocation and expansion of the tactical medical wing facilities.

12.23 Operational development on the base is not typically subject to planning control. Such development may however have significant implications for the transport, flood risk and other infrastructure in the local area and the Council will work with the RAF and MOD to address infrastructure issues.

13. COMMUNITY AND CULTURE

CHILDREN’S CENTRES AND EARLY INTERVENTION HUBS

Current Situation

13.1 Children’s centres provide a variety of advice and support for parents and carers. Centres are intended to be the first, local port of call when a mother, father or carer needs help or advice; whether that is in relation to their role as parent/carer, or their child’s wellbeing or development, or simply to find out about neighbourhood activities for parents or activities for children including play groups or nurseries. Children’s centres also provide and promote access to childcare and encouragement and support for parents who wish to consider training and employment. Some offer wider services including dentist, dietician or physiotherapist, stop smoking clinic, citizen’s advice, parenting classes and language services.

13.2 The Government has demonstrated its commitment to children’s centres by legislating to give them a statutory basis. The Childcare Act 2006 imposed duties on local authorities (the County Council in two-tier authorities) to improve the well-being of young children in their area and to ensure that early childhood services are provided in an integrated and accessible way. The Apprenticeships, Skills, Children and Learning Act 2009 goes further and amends the Childcare Act 2006 by defining Sure Start Children’s Centres in law, and placing duties on local authorities about establishing and running children’s centres. It also places duties on Primary Care Trusts and Jobcentre Plus (as statutory “relevant partners”) on delivering access to early childhood services through children’s centres.
13.3 There are six children’s centres in West Oxfordshire\textsuperscript{15} including:

- Witney Children’s Centre
- North West Witney Children’s Centre
- The Orchard Children’s Centre, Eynsham
- Carterton Children’s Centre
- The Willow Tree (Bampton and Burford) Children’s Centre
- ACE centre, Chipping Norton

13.4 ‘Early Intervention Hubs’ are a base for direct work with children, young people and families locally. They provide a venue for others to work with children, young people and their families and through which youth sessions are delivered in the evenings and weekends. Outreach services are also delivered from the ‘hub’ in satellite locations and other community locations.

13.5 There is one early intervention hub in West Oxfordshire, the West Oxfordshire Early Intervention Hub based at Witney Young People’s Centre on Witan Way\textsuperscript{16}.

13.6 A combination of transfers of buildings to schools and other bodies and grant funding has secured the future operation of youth centres at Eynsham, Chipping Norton and Carterton.

Future Requirements

13.7 Oxfordshire County Council has statutory responsibility for the provision of Children’s Centres and discussions with them suggest that the level of housing development proposed in the draft Local Plan would not require the construction of any new Children’s Centres or Early Intervention Hubs.

13.8 However, where new schools or community centres are required, it would be appropriate to look at whether they should incorporate facilities to support the ‘satellite’ delivery of children centre, early intervention services to meet the needs of the expanded population.

\textsuperscript{15} http://www.oxonchildrenscentres.org.uk/wps/wcm/connect/micro/ChildrensCentres/Home/
\textsuperscript{16} http://oxcentric.oxme.info/cms/content/west-oxfordshire-hub
LIBRARIES

Current Situation

13.9 Library provision in West Oxfordshire is the responsibility of Oxfordshire County Council. There are 43 libraries in Oxfordshire including 11 in West Oxfordshire. A plan was agreed in December 2011 that will see all public libraries remain open. Under this plan:

- Carterton, Chipping Norton, Eynsham and Witney libraries have been designated as core libraries.
- Bampton, Burford, Charlbury, North Leigh, Stonesfield and Wychwood libraries have been designated as community libraries.
- Woodstock library has been designated as a community plus library.

13.10 Chipping Norton library has been consistently identified as being unfit for purpose in terms of its size, internal configuration and access due to the location of the library. There is a very long standing commitment to improve the library in Charlbury, which may be delivered as part of any future progress on the Spendlove Centre initiative.

Future Requirements

13.11 The level of growth proposed in the Local Plan for Witney will place additional pressures on Witney library. Developer funding will be sought to extending the building and refurbishing it to maximise and improve existing space to cope with additional demands generated by new housing in the Witney catchment area.

13.12 Oxfordshire County Council will continue to deliver a sustainable, cost-effective, high quality library service and will continue to improve and extend the library service by:

- encouraging the use of library buildings as community spaces
- working collaboratively with community groups and other service providers to target hard to reach groups by locating and resourcing the library service in other ways and using other community buildings (such as Children’s Centres, Adult Learning Centres, Early Intervention Hubs) where people already access services
- incorporating complementary services into library buildings

13.13 In general terms, Oxfordshire County Council requests a contribution from new residential development towards library provision at a rate of £82 per person (although these costs are currently being updated)
COMMUNITY CENTRES

Current Situation

13.14 The Government recognises the importance of providing community facilities in meeting local needs and improving health, social and cultural well-being for all. One of the core 12 core planning principles identified in the NPPF is to ensure the delivery of sufficient community and cultural facilities and services to meet local needs. Furthermore, the NPPF emphasises that planning should aim to achieve places which promote opportunities for meetings between members of the community who might not otherwise come into contact with each other and that policies should plan positively for the provision and use of community facilities.

13.15 There are a number of community centres throughout West Oxfordshire including Madley Park Hall which opened in 2011 as part of the Madley Park residential development and Carterton Community Centre located within the Shilton Park development at Carterton. Responsibility for owning and running the community centres within the District rests with a number of different bodies including local Town and Parish Councils, local churches and the voluntary sector.

Future Requirements

13.16 It is likely that large-scale residential development will need to make suitable provision for new community facilities.

PUBLIC ART

Current Situation

13.17 Public Art is defined as a process of engaging artists’ creative ideas in the public realm. It is always site specific and can take many forms that may include traditional sculptures as well as integrated purposeful features such as benches, fencing, paving, seating and furniture. It may be only seen in the way the overall design evolves with artists contributing at the master-planning stage. Over recent years Public Art has also been more widely seen as temporary events and activities involving people resident in or near new developments.

13.18 Information on the process of commissioning and project management in all of the Districts in Oxfordshire is contained in a leaflet Public Art Commissioning in Oxfordshire produced jointly by the District Councils and the Arts Council England.
13.19 For some years West Oxfordshire District Council has sought the provision of public art as part of major new developments, particularly in Town Centres, leisure centres and residential areas. This has been funded by developers under the provisions of Policy TLC7 of the West Oxfordshire Local Plan 2011 which is based on the ‘percent for art’ concept promoted by the Arts Council. Funding covers not only the provision but also the management and future maintenance of the art.

13.20 Examples of public art include mosaics at Woodford Mill and Marriotts Walk in Witney and at Tower Square and the Leisure Centre in Carterton. A glass feature was created at Chipping Norton Leisure Centre, historic plaques in Woodstock and decorative railings have been installed in the Bridge Street Mill housing development in Witney. Sculptures include Shire Horses at Kilkenny Lane Country Park in Carterton, the Evolve sculpture in Shilton Park, Carterton and the Buttercross Needle at Marriotts Walk in Witney.

Future Requirements

13.21 Public art can enhance a new development, provide landmarks to aid navigation, help to create a sense of place and local distinctiveness and provide opportunities for local artists and craftspeople to add to the quality of life in West Oxfordshire for residents and visitors. The involvement of the local community in the process of commissioning of the public art also contributes to the development of the community and to building community pride.

13.22 For these reasons the Council will continue to seek public art in major developments. It will also require a public art statement to be submitted with planning applications for major development to ensure that public art is not an afterthought but forms an integral part of the design of the overall development.

MUSEUMS

Current Situation

13.23 There are a number of museums and heritage centres in West Oxfordshire including:

- Bishop’s Palace, Witney
- Charlbury Museum
- Chipping Norton Museum of Local History
- Churchill and Sarsden Heritage Centre
- Cogges Manor Farm
- Combe Mill
- Witney and District Museum
- Oxfordshire Museum, Woodstock
- Museums Resource Centre, Standlake
13.24 The Oxfordshire Museum at Woodstock and Museums Resource Centre at Standlake are run by Oxfordshire County Council and the other establishments are generally run by a mixture of societies, trusts and volunteers.

Future Requirements

13.25 Oxfordshire County Council will continue to seek contributions from new residential development towards their Museum Resource Centre.

THEATRES/ARTS CENTRES

Current Situation

13.26 There is one theatre in the District at Chipping Norton which opened in 1975 and benefited from major refurbishment in 1996. The theatre is supported by the District Council but run by local people.

Future Requirements

13.27 The Council will seek to improve access to creative and cultural facilities for residents and visitors including shared use models such as flexible multi-use arts venues and arts spaces within wider civic complexes or local community facilities. This may involve new build, refurbishment and conversion to bring existing buildings back into use, or made fit for purpose.

13.28 Where appropriate, provision will also be sought for production, rehearsal and education space for arts including artist studios, education and workspace with associated public space, as well as space for sales. This also includes spaces which could encompass media and recording studios, incubation spaces for small arts businesses and sole traders and facilities which are used by learning providers and community groups.
14. LEISURE AND SPORT

SPORTS CENTRES, SWIMMING POOLS, OUTDOOR SPORTS FACILITIES

Current Situation

14.1 In 2009 the Council commissioned Kit Campbell Associates to review leisure facility provision in the District together with potential future needs or opportunities. The draft results of the review were reported to the Council’s Cabinet in December 2009\textsuperscript{17} and a subsequent Leisure Facilities Action Plan was reported in February 2011\textsuperscript{18}.

14.2 The review estimated that no-one in the District is more than 9.3km from their nearest sports hall, 13.5km from their nearest public swimming pool or 11.9km from their nearest artificial turf pitch. Major sports facilities are therefore well within an acceptable travel time and distance for the District’s residents.

14.3 The latest data from Sport England’s National Active People survey completed in 2011 (based on the former key indicator NI8) estimates that the percentage of West Oxfordshire residents taking physical activity at a level that will benefit their health is now 27.7%. This is well above the average for local authorities across the South East at 22.9% and places the Council in the top 10% nationally.

14.4 Fields in Trust (FIT), formerly the National Playing Fields Association, has recommended standards for the provision of open space – known as the ‘Six Acre Standard’ since the 1930s. The table below sets out the recommended quantity of playing pitches and land for outdoor sport. The standards also make recommendations for the quality and accessibility of such provision. Playing pitches should be available within 1.2km of all dwellings in major residential areas.

<table>
<thead>
<tr>
<th>Type of Local Authority</th>
<th>Playing Pitches (hectares per 1000 population)</th>
<th>All outdoor sport (hectares per 1000 population)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban areas (&gt;10,000 population which in West Oxfordshire includes Witney and Carterton)</td>
<td>1.15</td>
<td>1.60</td>
</tr>
<tr>
<td>Rural areas</td>
<td>1.72</td>
<td>1.76</td>
</tr>
</tbody>
</table>

\textsuperscript{17} http://www.westoxon.gov.uk/council/meetings.cfm/2399

\textsuperscript{18} http://www.westoxon.gov.uk/council/meetings.cfm/2552
14.5 These standards or benchmarks are a recommended tool for assisting in the
development of local standards and each settlement must be considered in
light of its own circumstances. The standards are not a minimum or
maximum.

14.6 Many towns and villages have community halls or other facilities which
provide for local sport and community recreation. The following sections
identify the main built sport and leisure facilities and playing pitches within the
District. Children’s play space is considered in the Green Infrastructure
section later on.

**Witney Sub-Area**

**Current Situation**

14.7 Witney’s main sport and leisure facilities include:

**Henry Box School Sports Hall and playing pitches** – 4 court sports
hall opened in 2001. There is limited community use of this facility – 17hrs
per week at evenings and weekends. The school playing pitches are not
available for public use.

**Woodgreen School Sports Hall, ATP and playing pitches** – recently
opened sports hall and short pile ATP and two of the schools grass football
pitches are available for community use on weekdays and Saturdays and
popular for local football interests.

**Windrush Leisure Centre** – The centre has grown since it opened in
1975 and is now a labyrinth of corridors and facilities. It is reaching the end
of its economic life and will need replacement within the next decade despite
recent investment in new pool and changing facilities. The centre is well used
and contains a good range of facilities – including swimming pool, gym/fitness
suites, sports hall, squash courts, bar and café. The centre is used by
schools during the day.

**Witney Artificial Turf Pitch** - The artificial turf pitch is well used and
there continues to be a high demand for its use, particularly in the winter
months. The carpet has exceeded the expected 10 year life and will need
replacing within the next 2 to 3 years.

**Leys Recreation Ground** – the leys recreation ground includes a poorly
draining and badly marked adult football pitch, cricket pitch and pavilion, 8
recently resurfaced tennis courts, a skateboard area, crazy golf and paddling
pool. General upgrading of the Leys Recreation Ground is required. If a new
expanded leisure centre site is to be progressed this may have implications
for these facilities.

**Witney Mill Recreation Ground** – attractive cricket ground with
substantial pavilion but limited parking.
King George V Playing Fields, Newland – adult football pitch but limited parking

Burwell Fields Recreation Ground – 6 mini-soccer pitches with an unusable artificial cricket wicket and limited changing facilities

West Witney Sports Ground – The sports ground includes grass pitches, tennis courts, rifle range, bowls club, changing facilities and bar. The Town Council has been looking at the feasibility of the relocation of the West Witney Recreation Ground following developer led proposals to provide replacement facilities adjacent to the Lakes Golf Centre and which would provide new football, cricket, tennis, bowling and shooting facilities. It is not clear if the proposals are being progressed.

Witney Rugby Club – a significant club in the local area with several adult and junior teams. The club has its facilities, a club house and pitches, just to the north of Witney between the town and the Hailey.

Witney Football Club – has its main stadium and pitch on the western edge of the town at Downs Road.

Future Requirements

14.8 The table below sets out an estimate for the amount of playing pitch and outdoor sport area available in the town against the Fields in Trust ‘Six Acre Standard’.

<table>
<thead>
<tr>
<th>Town Population 2011</th>
<th>FIT Urban Rural</th>
<th>FIT Benchmark per 1000 pop (ha)</th>
<th>FIT Benchmark provision (ha)</th>
<th>Estimated current provision (ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Playing Pitches</td>
<td>28,000</td>
<td>Urban</td>
<td>1.15</td>
<td>32</td>
</tr>
<tr>
<td>All Outdoor Sport</td>
<td>28,000</td>
<td>Urban</td>
<td>1.6</td>
<td>45</td>
</tr>
</tbody>
</table>

Note: Figures exclude primary school playing fields and secondary school facilities which are not available for community use. Artificial pitches are included as double their area as they can be more intensively used. Figures for ‘All Outdoor Sport’ include tennis courts, and bowling greens in addition to playing pitches.

14.9 Initial indications suggest that Witney has adequate playing pitch provision compared to the benchmark. The Town Council has however suggested that there is an inadequate number of grass football pitches and changing accommodation with greatest needs in relation to mini-soccer and junior football facilities. Further pitch provision and facilities will therefore be required as part of any Strategic Development Area in Witney. Playing fields and associated facilities, for community and school use are proposed as part of the proposed West Witney Strategic Development Area. Funding is also proposed towards a Multi-Use Games Area (MUGA).
14.10 In terms of built indoor facilities, the District Council will need to investigate options and develop plans for the long term future of the Windrush Leisure Centre. This would be closely linked to the establishment of any further management contract at the end of the current contract in 2016.

14.11 The existing site is constrained limiting future expansion and a new site is likely to be needed in an accessible location. There are no obvious sites available within the town at present and the capital cost of a new leisure centre is likely to be £22-25m. There is no existing funding available.

14.12 The financial return from any redevelopment or re-use of the existing site will be highly significant but other external funding such as lottery funding and/or developer contributions is likely to be required.

Carterton Sub-Area

Current Situation

14.13 The main facilities in Carterton are:

Leisure Centre – opened in 2003 and includes main and learner swimming pools, a fitness suite, studio and social area. The centre has a considerable area of land to the rear of the site which has been earmarked for an extension.

Monahan Way – includes 3 adult football pitches and cricket square and a pavilion with changing rooms and a small multipurpose hall. The hall is located opposite the RAF Brize Norton Memorial garden and provides facilities for observers of the repatriation processions. There are current proposals to enlarge the pavilion and changing facilities.

Community College – The college has 3 main facilities used by the local community: an ATP, 4 badminton court sports hall and a gymnasium. The ATP, part owned by the District Council, is well used. The carpet has exceeded the expected 10 year life and will need replacing within the next 2 to 3 years. There are also two grass playing pitches.

Alvescot Road Recreation Ground – includes two football pitches and a fairly old pavilion.

Carterton Community Centre – includes large and small halls, suitable for sports and classes that require smaller spaces

Swinbrook Road Recreation Ground and Squash Courts – owned by Carterton Town Council and includes a playing pitch (currently unused) but lacks changing facilities. The squash courts are leased to the squash club.

Carterton Town Football Club – the site off Swinbrook Road includes one main adult pitch, two mini soccer training pitches and club house. The club have stated that they are experiencing problems finding sufficient pitches.
for the 25 teams and the Mini Soccer Centre that the club supports. The club has indicated that they require 3 additional adult football pitches and would prefer a consolidated site at the current Kilkenny Lane facility or a new consolidated facility at a new site. The club also supports the provision of a new all weather pitch.

**RAF Brize Norton** – there are various facilities on the base including tennis courts, and playing pitches.

**Future Requirements**

14.14 The table below sets out an estimate of the amount of existing playing pitch and outdoor sport area available in Carterton against the Fields in Trust ‘Six Acre Standard’.

<table>
<thead>
<tr>
<th>Type</th>
<th>Town Population 2011</th>
<th>FIT Benchmark per 1000 pop (ha)</th>
<th>FIT Benchmark provision (ha)</th>
<th>Estimated current provision (ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Playing Pitches</td>
<td>16,000 Urban</td>
<td>1.15</td>
<td>18</td>
<td>9</td>
</tr>
<tr>
<td>All Outdoor Sport</td>
<td>16,000 Urban</td>
<td>1.6</td>
<td>26</td>
<td>9</td>
</tr>
</tbody>
</table>

Note: Figures exclude primary school and secondary playing fields which are not available for community use. Also excludes sport facilities at RAF Brize Norton. Artificial pitches are included as double their area as they can be more intensively used. Figures for All Outdoor Sport include tennis courts, and bowling greens in addition to playing pitches. The estimate of current playing pitch provision (9ha) does not include Carterton Community College playing fields.

14.15 A comparison with the FIT benchmark suggests that Carterton is below the benchmark provision compared to the size of the town. This however excludes about 9ha of additional playing pitch provision within the RAF Brize Norton air base. The base is a significant part of the local community with large areas of service family accommodation in the town and approximately 2,000 personnel living on the base.

14.16 The Kit Cambell Review and the Town Council have identified that the recent and future growth of the town including the expansion of RAF Brize Norton is creating additional demands on leisure space in Carterton and there are several unmet demands for further sports hall provision and additional pitch provision, including for 5-aside football.

14.17 This demand is proposed to be met by:

- Additional outdoor pitches and associated facilities will be required as part of any Strategic Development Area. The Council’s leisure service estimates that at least two additional pitches and associated facilities would be required to meet demand with improved provision at other locations. At least two pitches (3.5ha) are proposed as part of the East
Carterton development. The provision for additional pitch provision in the vicinity of the football club should be investigated, potentially as a replacement location for the currently un-used Swinbrook Road football pitch.

- Working with Carterton Community College to enhance community use of their Sports Hall and ATP including better changing and reception areas.

- Phase 2 of Carterton Leisure Centre including floodlit 5/7 a side football courts, a larger second hall for use by dance, aerobic and martial arts and a sports hall subject to community use of the college facilities. It needs to be secured through external funding, such as lottery funding or developer funding and the cost is estimated at around £2.75-£3.5m. Around £500k has been collected from developer funding to date.

- If squash courts are included in the Leisure centre Phase 2, this could facilitate the redevelopment of existing facilities.

**Chipping Norton Sub-area**

**Current Situation**

14.18 The main facilities in the Chipping Norton area include:

**Chipping Norton Leisure Centre** - the centre is attached to Chipping Norton School and was opened in 2001. It includes a fitness suite, studio, swimming pool and sports hall. There is significant use of the sports hall for 5 a-side football with outdoor floodlit tarmac courts less well used due to the surface.

**Greystones Leisure Facility** – provides facilities for rugby bowls and youth football but some of the facilities are in poor condition. There appears to be some land available for additional facilities and it will therefore be desirable to review the future of the site.

**Chipping Norton Lido (Outdoor Pool)** – run by a local trust and use of this facility is weather dependent but is widely seen as a valuable asset to the town.

**Kingham Hill School Sports Centre** – the school is an independent boarding school 3-4 miles to the south east of Chipping Norton. The school makes facilities available for community use and has a floodlit ATP, swimming pool, fitness suite, small sports hall and 4 grass football pitches. There is considerable community use of the ATP and sports hall.
The Town Appraisal in 2003 identified a need for more sports opportunities for young people and adults. Since then the leisure centre now provides a wider range of classes, the Council has developed an open access multi-use games area and a new youth centre has recently been built adjacent the leisure centre and school.

**Future Requirements**

The town is currently reviewing the Town Appraisal and working towards a new ‘Neighbourhood Plan’. This will further inform future leisure needs in the town. The main need would appear to involve bringing local sports clubs together to agree what facilities are needed and can realistically be progressed. This is likely to be an all weather pitch for football and rugby. Opportunities include the future of the Greystones site which is likely to require external funding.

**Eynsham – Woodstock Sub-area**

**Current Situation**

The main facilities are located at Eynsham and Woodstock as the two larger settlements in this area. Eynsham has three main facilities:

- **Bartholomew Sports Centre** – opened in 2007 and includes a sports hall and small fitness gym. It is available for community use on evenings and weekends.

- **Village Hall** – opened in 2002 and is well used by local clubs and community groups – for example for martial arts and exercise classes

- **Recreation Ground** – including an excellent modern pavilion used by local clubs.

Within Woodstock the main facilities are:

- **Marlborough School** – the school sports hall has four badminton courts and is available for community use – football, badminton and netball. The school is also currently looking to update its changing facilities.

- **Outdoor pool** – run by the District Council

- **Tennis and Bowls Club**

- **Community Centre** – uses for some sports activities and classes
New Road Recreation Ground – provides the first team pitch and clubhouse for the Old Woodstock Town Football Club and also has a youth centre on site. The football club are concerned about the current adequacy of these facilities including the lack of floodlighting having been refused planning permission. To meet league requirements the club now have to play matches at a neighbouring village – North Leigh.

Future Requirements

14.23 The Eynsham Parish Plan (2006/07) identified several leisure needs including:

- Maximising community use of Bartholomew School Facilities
- Resurfacing and floodlighting tennis courts
- Extending the basketball area to a full size court
- An all weather artificial turf pitch

14.24 Kit Campbell Associates advised that a sensible approach will be to work with the Parish Council in looking into the feasibility of a floodlit multi-sports outdoor area with a surface designed for tennis and 5-a-side soccer and assist in maximising any external funding opportunities.

14.25 In Woodstock, the current needs appear to be:

- A skateboard facility
- Better changing for use of the school sports hall
- Development of an outdoor training area with an ATP – use for football would enable wider use of the school sports hall

14.26 The football club have advised that if improved facilities and floodlighting cannot be accommodated at the New Road ground then the club then a new site will need to be found. Blenheim Estates, who currently own the recreation ground, have put forward proposals to develop land to the east of the town including for housing and new football facilities – club house, all weather pitch and changing facilities. Marlborough School support the provision of such facilities in close proximity to the school and with opportunities to share the facilities.

14.27 The District Council’s priority in Woodstock is to support the community in looking at the feasibility of an outdoor floodlit training area or ATP plus additional changing accommodation and assist in maximising any external funding opportunities (note FA funding may be available for floodlighting).

Burford – Charlbury Sub-Area

14.28 There are two significantly publicly funded sports facilities in Burford:

Burford School – 5 tennis courts, 3 grass hockey pitches, 2 grass rugby pitches, cricket pitch and grass track. There is little community use of these facilities but includes football, badminton, netball and cricket.
**Burford Recreation Ground** – three adult football pitches a bowling green and three pavilions one of which can be used for limited indoor activities and which the Town Council is planning to replace in the near future.

**Future Requirements**

14.29 Burford School (secondary) are currently fund raising to provide an ATP primarily for hockey. Once provided a good programme of community use will help meet needs in this area although further changing facilities may be needed. Provision of an ATP also provides an opportunity to re-programme community use of the sports hall to widen participation.

**Specialist Provision**

14.30 Kit Campbell Associates’ review also considered the potential for specialist leisure provision including an athletics track and field facility, a competition sports hall, a gymnastics hall, an indoor bowls hall and indoor tennis hall, a netball centre and a 50m swimming pool. The review did not consider these specialist facilities could be viably supported in the District although a competition hall should be considered as part of any replacement of the Windrush Leisure Centre and potential for a Witney Netball Centre requires further investigation.

**Summary**

14.31 Despite the District’s favourable above average participation rates, the District Council and its partners seeks to achieve higher participation in physical activity, particularly amongst young people and secure the associated improved health and well-being of the Districts residents. Demand for sport and recreation facilities will also increase as a result of expected increases in the District’s population. The District population structure is also expected to change, particularly with a greater number of older people in the future.

14.32 The Kit Campbell Review recognises that in order to meet future demand, leisure facilities across the District will require further development and investment. It is estimated that there is a current need for additional sports hall provision in the District equivalent to 8 badminton courts with half of this demand existing in the Carterton area. The proposed extension to the Carterton leisure centre will help address this need along side improved community use of existing facilities.

14.33 Additional playing pitches and associated facilities will be required as part of any Strategic Development Areas in Witney and Carterton. Additional housing growth could necessitate demand for additional swimming pool facilities in the Witney area which could be considered further as part of a replacement leisure centre. Further provision in other locations will be considered as proposals develop further, such as through Neighbourhood Plans.
14.34 Economic and budgetary pressures will require the Council to be highly effective in utilising existing facilities and securing external funding to ensure the facilities portfolio continues to meet demand and residents expectations. The Council will seek to support local clubs to develop economically viable facilities without public subsidy, work with the County Council and secondary schools to maximise the potential for community use of school facilities and make direct provision itself as a last resort.

15. **EDUCATION & EMPLOYMENT**

**Current Situation - Overall**

15.1 Oxfordshire County Council is the local authority responsible for education in West Oxfordshire and has a statutory duty to ensure that sufficient school places are available within the area. It must ensure that there are sufficient schools and promote diversity and parental choice.

15.2 The County Council has produced a Pupil Place Plan (PPP) which sets out the framework for and approach towards the provision of places. The plan includes present and predicted pupil numbers together with information about birth rates, school capacity and new housing. The current plan considers the period 2011 – 2017 and was published in January 2012. PPP 2012/13 will be available in autumn 2012.

15.3 Nationally, education provision is undergoing a period of change. The Education Act 2011 is a key driver and under the Act Oxfordshire County Council is no longer the default provider of services, but is expected to encourage Academies and Free Schools to meet demand. These changes could have significant implications for school provision in both the primary and secondary sector.

15.4 In forecasting the future demand for school places in Oxfordshire, five key factors are identified:

- Population growth – both rising birth rates and inward migration have led to an increase in population

- Housing growth

- Troop movements in and out of the county – notably in West Oxfordshire the relocation of personnel from RAF Lyneham to RAF Brize Norton

- Increase in number of children aged four years – for some time there has been falling school rolls but due to increased birth rates the number of 4 yr olds has been rising since 2005 and is expected to peak in 2013 (based on existing population and housing projections).
- Changes in the pattern of participation in state education – the statutory age of participation in education will increase to 17 years in 2013 and to 18 years from 2015 which coincides with the transfer of the current increase of primary age children into the secondary sector. There is also some evidence of a higher percentage of children being educated in the state sector rather than in independent schools.

NURSERY AND PRE-SCHOOL

Current Situation

15.5 The Government will fund the cost of some early education for 3 and 4 year olds in Oxfordshire. All County Council maintained primary schools include some level of Foundation Stage provision, in many cases through private, voluntary and independent childcare providers of funded early years education.

15.6 The County Council produce a list of independent, LEA, private and voluntary providers registered to offer the nursery education funding entitlement.

15.7 Many primary schools in West Oxfordshire already include nursery provision for 3-year-olds, and where new primary schools are required they would be expected to include provision for 3-year-olds. There is also a local authority maintained nursery school (The Ace Centre) in Chipping Norton. Otherwise, nursery and pre-school provision is through the private, voluntary and independent sector.

Future Requirements

15.8 No forecasts are currently prepared for nursery schools but pressure on places is already growing in Witney and Carterton, and any new major developments is likely to increase demand further.

PRIMARY EDUCATION

Current Situation - Overall

15.9 Primary education in particular plays a critical role in community cohesion and supporting both rural and urban communities. The County Council seek the provision of a primary school at the heart of any major development as primary schools have an important function as a community hub.

15.10 Typically a development of around 700-800 new homes is required to make a new primary school viable. Wherever possible, the County Council’s preferred model of school organisation is for primary schools to be one or two complete forms of entry – i.e. with admission numbers of 30 or 60 – as this conforms to statutory class size requirements and the most effective use of revenue resources.
15.11 This is not always possible, and many schools in the county are 0.5 or 1.5
form entry. It is also County Council policy to maintain a percentage of
spare places to cater for unforeseen changes in demand due to market forces
e.g. parental preference. These rates are defined as 8% in urban settings and
12% in rural settings.

15.12 Detailed primary school capacities, current and forecasted future pupil
numbers up to 2017 are presented in the Pupil Place Plan and take account of
some already planned housing development. The following sections present a
summary for the sub-areas identified in the draft Local Plan.

Primary School Catchments in West Oxfordshire
Witney Sub-Area

Current Situation

15.13 There are 12 primary schools within the Witney Sub-Area including:

- Ducklington CE School
- Hailey CE School
- Minster Lovell, St Kenelms CE Primary School
- West Witney Primary School
- Witney Community Primary School
- Witney, Madley Brook Community Primary School
- Witney, Our Lady of Lourdes Catholic Primary School
- Witney, Queen’s Dyke Community Primary School
- Witney, St Mary’s CE Infant School
- Witney, The Batt CE Primary School
- Witney, The Blake CE Primary School
- Witney, Tower Hill School

15.14 Primary schools in Witney are generally operating in line with the County Council’s target levels for spare places. Currently, schools on the eastern side of Witney are most under pressure. The Blake School at Cogges for example is full and there is no potential for expansion. Madley Brook School is currently being extended increasing the admission number but will accommodate the needs of Madley Park only.

15.15 In the village schools surrounding Witney, North Leigh is already at capacity/under pressure and there is limited capacity at Ducklington, Hailey and Minster Lovell.

Future Requirements

15.16 Up to 2016 many schools are expected to come under increasing pressure for capacity. Oxfordshire County Council have confirmed that a new 1.5 form entry school with 2FE core facilities on a 2FE site (2.22ha) will be required within the proposed West Witney Strategic Development Area (SDA) to be delivered within the period 2011-2016:

Primary school – West Witney/ North Curbridge - 1.5FE Primary school (including foundation stage) with 2FE core facilities on a 2FE site to enable future expansion

15.17 In relation to the proposed Strategic Development Area (SDA) at East Witney, the County Council has advised that the proposed level of development would not trigger the need for a new primary school (unless the scale of growth were to be 700-800 homes). Any new children living in the development should be able to be accommodated by extending existing schools nearby, albeit with an initial period whereby a place at the nearest
school may not be possible. Financial contributions would be sought towards necessary improvements and extensions to increase capacity.

15.18 Although not proposed in the draft Local Plan, the County Council have indicated that any strategic scale development to the north of Witney of 1,000 homes or more would require a 2-form entry primary school site. Depending on housing numbers and mix, and on changes in the underlying population, a relocation and expansion of an existing school may be possible rather than a completely new school, as this offers added value in improving educational facilities for the existing population.

15.19 Existing pressures at Hailey and North Leigh are expected to continue and Ducklington and Minster Lovell are expected to fill. Future housing developments will be expected to contribute towards increasing school capacity.

**Carterton Sub-Area**

**Current Situation**

15.20 There are 11 primary schools within the Carterton Sub-Area including:

- Alvescot, St Peter’s CE Infants’ School
- Aston and Cote CE School
- Bampton CE Primary School
- Brize Norton Primary School
- Carterton Primary School
- Carterton, Edith Moorhouse Primary School
- Carterton, Gateway Primary School
- Carterton, St John the Evangelist CE Primary School
- Carterton, St Joseph’s Catholic Primary School
- Clanfield CE Primary School
- Langford, St Christopher’s CE Primary School

15.21 Schools in Carterton are strongly affected by personnel movements at RAF Brize Norton. Currently there is significant spare capacity within existing schools in Carterton, with the exception of St John the Evangelist Primary School. This school is within and was built to serve the Shilton Park development area. The school is filling up from within its catchment (Shilton Park) and does not have scope to take more children from new development.

15.22 Elsewhere in Carterton there is spare capacity within existing facilities in the central area of the town (approximately 200 places) and potential to expand these schools. However, there are still significant uncertainties regarding the relocation of RAF personnel and families from RAF Lyneham.

15.23 In the villages surrounding Carterton there is limited capacity within existing schools at present. Brize Norton School and St Christopher’s Primary School (Langford) are already under pressure.
Future Requirements

15.24 The expectation is that all the existing spare capacity (including through school extensions) will be required to accommodate the children that will arrive as a result of relocation of personnel from RAF Lyneham and to RAF Brize Norton and associated redevelopment of RAF family accommodation in the town.

15.25 In relation to the proposed Strategic Development Area at East Carterton, the County Council has advised that it will require the following:

**Primary school – Carterton** - 1.5FE Primary school (including foundation stage) with 2FE core facilities to enable future expansion

15.26 In relation to the proposed Strategic Development Area at REEMA North and Central in Carterton, the County Council has advised that financial contributions towards primary education may be sought.

15.27 Schools in the villages surrounding Carterton are expected to fill up in the next few years. Future housing developments will be expected to contribute towards increasing school capacity. Where schools are at or reaching capacity, even relatively small additional housing developments can be difficult for village schools to accommodate.

15.28 Bampton Primary School is forecast to fill and would need to be extended to accommodate local population growth.

Chipping Norton Sub-Area

Current Situation

15.29 There are two primary schools in Chipping Norton and both are faith schools – Holy Trinity (Catholic) and St. Mary’s (CoE). The Primary Capital Review identified this as a possible issue as parents may like more choice. Holy Trinity is a 1fe school and is nearing capacity. St. Mary’s is currently effectively operating as a 1.5 form entry school and has spare places. It has the potential to operate as a 2 form entry school within its current accommodation, although some alterations may be required.

15.30 Schools in surrounding villages serve their own communities but are also attractive to some parents from Chipping Norton. These schools are generally at or nearing capacity with the exception of Middle Barton which currently has some capacity.
Future Requirements

15.31 Holy Trinity School in Chipping Norton is forecast to remain full, but St. Mary’s School is able to accommodate a growing population. The surrounding village schools are forecast to remain full or fill up. The ability of existing schools to accommodate future growth is dependent on the number of new homes proposed in this area. The draft Local Plan identifies the provision of 600 new homes for the Chipping Norton Sub-Area.

15.32 Oxfordshire County Council have advised that in terms of primary education, this level of development should just about be able to be accommodated within existing schools although it could be tight leaving little flexibility for fluctuations in year groups or for example if the overall bedroom count was higher. Any development beyond this level of growth is likely to present difficulties and would be a matter for the Chipping Norton Neighbourhood Plan to explore should it identify a higher level of growth than that which has been identified in the draft Local Plan.

15.33 There is reportedly an appetite in the town for a third primary school increasing choice and diversity. Current levels of housing growth are however insufficient to fund a new primary school and in the absence of a specific large scale allocated housing site there would be an issue in terms of how land for a school site would be identified. It is estimated that housing growth of 800+ new homes in the town post 2011, would be required to justify an additional new primary school.

15.34 Schools in the surrounding villages are forecast to fill and some will come under pressure, although the demand at the village level can be unpredictable.

Eynsham – Woodstock Sub Area

Current Situation

15.35 There are 12 primary schools in the Eynsham – Woodstock sub area including:

- Bladon CE Primary School
- Cassington, St Peter’s CE Primary School
- Combe CE Primary School
- Eynsham Community Primary School
- Freeland CE Primary School
- Hanborough Manor CE School
- North Leigh CE Primary School
- Standlake CE Primary School
- Stanton Harcourt CE Primary School
- Tackley CE Primary School
- Woodstock CE Primary School
- Wootton-by-Woodstock CE Primary School
15.36 Most schools are nearing capacity. Some capacity exists at Hanborough and Stonesfield. Woodstock Primary School has been approved for expansion from 1 form entry to 1.5 form entry. The County Council has also approved the expansion of Eynsham Primary School from 1.5 form entry to 2 form entry. Small expansions are underway at Stanton Harcourt and Standlake schools.

Future Requirements

15.37 Pupil numbers are forecast to grow over the next few years with most schools expected to fill and additional capacity is being provided. At both Woodstock and Eynsham existing pressures and new development have required school extensions, but potential for further expansion is limited by site constraints. Hanborough Manor School is expected to fill rapidly (as are neighbouring schools) and the current site is constrained. Expansion of these schools to serve significant new development is likely to need additional land. In the case of Eynsham, the school is already being expanded to 2 form entry, which is the County Council’s preferred maximum size.

15.38 At Stonesfield, which has increased its admission number to 30, capacity is expected to remain. Tackley is a designated catchment school for Heyford Park in Cherwell District and as such has been operating with temporary classrooms until the new school is provided. Once this happens, it is expected that the school will return to being 0.5 forms of entry. Other village schools are expected to be at capacity.

Burford – Charlbury Sub-Area

Current Situation

15.39 There are 8 primary schools in the Burford – Charlbury sub area including:

- Burford Primary School
- Chadlington CE Primary School
- Charlbury Primary School
- Finstock CE Primary School
- Kingham Primary School
- Leafield CE Primary School
- Stonesfield Primary School
- Wychwood CE Primary School

15.40 Generally schools in this area have limited capacity. The exceptions are Stonesfield and Finstock where there is some capacity although pupil numbers fluctuate year to year.
Future Requirements

15.41 Pressure on school capacity is expected to continue in most schools in this area again with the exception of Stonesfield and Finstock where some capacity is forecast to continue.

Overall Summary

15.42 Throughout much of the District primary schools are either already under pressure or are forecast to fill as pupil numbers are increasing. There are few exceptions, notably at Carterton where existing capacity is expected to be filled by incoming RAF families and also at Middle Barton, Finstock and Stonesfield.

15.43 New schools will be needed to support strategic development at Witney and Carterton. These schools will be delivered through developer funding. The need for a new school at Chipping Norton will be kept under review as the town develops its Neighbourhood Plan.

15.44 Elsewhere, sufficient capacity will need to be provided through a variety of means, including absorbing extra demand into existing buildings, considering the availability of space in neighbouring schools and providing new accommodation through school extensions. In some cases additional land would be required to extend the school site. Future housing development will be expected to contribute towards increasing school capacity.

15.45 However, where schools are at or reaching capacity even relatively small additional housing developments can be difficult for village schools to accommodate. This provides a limitation on the extent to which significant levels of development can be dispersed to the rural communities.

SECONDARY EDUCATION

Current Situation

15.46 There are seven state maintained secondary schools in West Oxfordshire, all in the District’s larger towns and villages. The school catchments are shown on the plan below. The most common model of curriculum delivery is 11-18 years with a sixth form (although some schools offer 11-16 study only). It is estimated that a viable new secondary school needs about 3-4000 new homes to serve it.

15.47 During the plan period, secondary school numbers are likely to increase for two main reasons, which are not yet fully reflected in the school pupil forecast produced by the County Council. Firstly, the rising birth rate is expected to start affecting secondary school numbers from around 2016, and will not fully impact until beyond current pupil forecasts (which run to 2017). Secondly the age at which young people are required to participate in education or training will increase to 17 in 2013 and 18 in 2015. The effect of this on schools is uncertain, but is likely to increase the numbers of young
people staying at school post-16, which has not yet been incorporated into school forecasts.

15.48 As with primary schools, a certain level of spare secondary school places is necessary to provide for unexpected influxes of children and expressions of parental preference. In line with Audit Commission recommendations Oxfordshire considers 10% spare secondary school places across distinct geographical areas as the level which provides both the required flexibility and good use of resources. It is expected that most of Oxfordshire’s secondary schools will have converted to Academy status during the time period of the current Pupil Place Plan. As Academies, they will be responsible for their own admissions arrangements, and any changes in school size would need to be agreed by the Department for Education.
Secondary School Catchments in West Oxfordshire

Witney Sub-Area

Current Situation

15.49 There are two secondary schools in Witney, Woodgreen in the east of the town and Henry Box in the centre. Both schools offer a sixth form and work closely with Abingdon and Witney College effectively offering joint courses for 16-18 year olds. The combined capacity across the two secondary schools in the town is 2,766 and pupil numbers at October 2011 was 2,429 making the schools about 90% full indicating that there is limited capacity.
Future Requirements

15.50 The rising numbers of children arriving in primary school from the increase in fertility rates will in due course feed through to secondary schools, and can be expected to remove any surplus capacity currently available. New development will therefore need to contribute to providing additional secondary school places.

15.51 Subject to confirmation of the level of growth proposed in the draft Local Plan for Witney OCC have indicated that a 5ha site for a new secondary facility should be provided on the proposed West Witney Strategic Development Area:

**West Witney Secondary Facility** - Secondary facility to meet the potential need for places in Witney (subject to confirmation of the level of growth proposed in draft Local Plan for Witney).

15.52 In relation to proposed development at East Witney, OCC have indicated that this would need to contribute to the provision of additional secondary school places.

15.53 If a new secondary establishment is not required, additional capacity will be provided through expansion at one or both of the existing secondary schools.

15.54 With changes to educational policy as well as population, the need for further secondary provision will be kept under review alongside other potential solutions such as further working with the college and provision of vocational training facilities.

Carterton Sub-Area

Current Situation

15.55 Carterton Community College primarily caters for 11-16 yr olds at present although offers a small sixth form as part of the 14-19 partnership. The 11-16 capacity is around 950 pupils with actual pupil numbers in October 2011 at 555. There is significant spare capacity which is an issue of local concern. This spare capacity is in part due to the County Council’s decision to expand the college ahead of the expected inflow of population.

15.56 There are popular and good secondary schools surrounding Carterton, including Faringdon and Burford, and many children from surrounding villages attend these schools or are being privately educated. It has been suggested that increasing the Carterton catchment area could increase secondary school numbers but this is unlikely to be workable if surrounding schools have capacity as they will continue to be popular.
Future Requirements

15.57 Current information indicates that up to 200 places will be needed by RAF children so capacity is likely to remain to serve new development in the town. Oxfordshire County Council has advised that the secondary pupils generated by the proposed Strategic Development Areas to the East of Carterton and at REEMA North and Central can be absorbed within existing establishments although a financial contribution will be sought towards the expansion of capacity which has already taken place.

Chipping Norton Sub-Area

Current Situation

15.58 Chipping Norton School has a capacity of 1,443 pupils aged 11-18 and offers a sixth form facility. This capacity has increased recently due to a new Science Centre being built. At October 2011 pupil numbers were at about 1,069 indicating some spare capacity in the school.

Future Requirements

15.59 Pupil numbers in Chipping Norton are forecast to grow slowly to 2017, after which the rising birth rate would be expected to start affecting secondary school numbers. Oxfordshire County Council has advised that the proposed level of growth identified in the draft Local Plan, can be accommodated by Chipping Norton School but that an expansion of capacity at the school, for which land is available, may be required in the longer-term. The Chipping Norton Neighbourhood Plan, currently underway, will need to include an assessment of future secondary education requirements.

Eynsham – Woodstock Sub-Area

Current Situation

15.60 There are two secondary schools in this area, Bartholomew at Eynsham and Marlborough School at Woodstock. Both offer education for 11-18 year olds including a sixth form. The Bartholomew School has a capacity of 1,059 and at October 2011, had 1,052 pupils making the school full. The Marlborough School has a capacity of about 1,168 and at October 2011 pupil numbers were about 1,079 indicating some capacity. A new science block has recently been constructed.

Future Requirements

15.61 At both the Marlborough and Bartholomew schools pupil numbers are forecast to grow, indicating that extensions would be needed to accommodate pupils from new development. Financial contributions will therefore be sought where appropriate.
**Burford –Charlbury Sub-area**

**Current Situation**

15.62 Burford Secondary School serves much of this area and its catchment also includes villages surrounding Carterton and in the south west of the District. Charlbury and villages to the north are within Chipping Norton School’s catchment. Burford Secondary School caters for 11-18 yr olds and includes a sixth form and a small number of places for boarding. It can accommodate around 1,273 pupils and at 2011 there were about 1,152, indicating some capacity.

**Future Requirements**

15.63 Pupil numbers are forecast to remain broadly constant up to 2017 continuing to indicate some capacity to accommodate additional pupils from new development.

**Overall Summary**

15.64 In Witney, Oxfordshire County Council has advised that development at West Witney and East Witney will require the provision of additional secondary school places. These places could be created by expanding the two existing secondary schools. However a site for a new secondary facility should be reserved at West Witney pending confirmation of the level of housing growth to come forward in the town.

15.65 In Carterton, current capacity is an area of local concern but pupil numbers are expected to increase as RAF family accommodation is redeveloped and also through additional new development including the proposed strategic development areas at Carterton east and REEMA North and Central.

15.64 In secondary schools elsewhere there is flexibility within schools existing schools to accommodate modest amounts of new development (i.e. around a few hundred homes), although some alterations/extensions may be required.

**SPECIAL SCHOOLS**

**Current Situation**

15.65 There is one special school in West Oxfordshire, Springfield School in Witney, which caters for pupils with severe, profound and multiple learning difficulties aged 2-16 years. Primary provision is co-located with Madley Brook Community Primary School in purpose built accommodation (opened 2003), including an integrated nursery. Secondary provision is in a purpose built facility (opened 2005) on the Wood Green School site.
15.66 In addition there is a special unit in Carterton Community College catering for Pupils with complex learning difficulties, aged 11-16 and at the Marlborough School Woodstock there is a specialist resource facility for pupils with a physical disability, Autistic Spectrum Disorder speech, language and communication disabilities.

Future Requirements

15.67 No forecasts are currently prepared for special schools. In 2008 the County Council extended the age range at several special schools. Special schools are not catchment based; children with special needs attend the school which best meets their needs. Contributions are sought from all relevant housing development for overall provision of suitable accommodation, including that outside the District, depending on the specific needs of the child.

15.68 There is an increasing number of children with autism in mainstream schools and a growing need for resource bases. The only such specialist resourced provision in West Oxfordshire is in Woodstock, and the County Council would consider whether a resource base would be appropriate in any new schools.

FURTHER AND HIGHER EDUCATION

Current Situation

15.69 Abingdon and Witney College offers part time and full time further and higher education courses – including GCSEs, foundation degrees and degree courses, apprenticeships and vocational courses. The college also works with secondary schools offering part time courses for 14-16 yr olds. There are several sites in West Oxfordshire delivering these courses:

- Witney Campus - offers a wide range of subjects from accountancy, business, creative media, information technology, equine studies, engineering, childcare, social & health care and beauty
- Common Leys Farm Campus, Near Hailey Witney – provides practical facilities for a range of land based courses including Animal Care, Equine Studies and Horticulture
- Avenue 1 Skills Centre, Station Lane Industrial Estate, Witney – new centre delivering construction skills

15.70 In 2002 following the merger of the Abingdon College and West Oxfordshire College, the Witney Campus was in a poor state of repair and a new property strategy was approved in 2002 with the following objectives:

- To support a curriculum that meets the needs of the communities and employers of south and west Oxfordshire
- To accommodate the continuing growth in population and student numbers in the area
- To improve the outdated buildings on both Abingdon and Witney campuses
- To redevelop the Witney campus and rationalise space at the Abingdon campus to improve space efficiency and flexibility
- To provide access to all buildings and facilities for all students
- To create more energy efficient and sustainable buildings for the future and an innovative learning environment
- To raise standards, plan for new technologies and introduce new areas of learning such as Hairdressing
- Greater interaction with the local community in Witney following the new Marriotts Walk development
- Greater visibility in a key part of Witney town centre

15.71 Abingdon and Witney College submitted a planning application to redevelop the existing campus which was subsequently granted (08/0400/P/FP) and several buildings were stripped for demolition. However, following the withdrawal of Learning and Skills Council funding in 2009, a new £7m scheme of redevelopment and refurbishment was put forward and approved in 2010 (10/1286/P/FP amended by 11/0433/P/FP). New development is focussed primarily on the northern section of campus and public frontage to Welch Way whilst retaining potential for future phases of redevelopment.

Future Requirements

15.72 Upgrading all accommodation at the campus in the medium to long term is an aim of the college.

ADULT LEARNING CENTRES

Current Situation

15.73 Adult learning centres are situated in Carterton and Chipping Norton with provision in Burford, Charlbury, Eynsham and Witney in facilities such as community centres and church halls.

15.74 In Chipping Norton, adult learning has recently moved into Glyme Hall, a new building for adult and youth provision on the site of Chipping Norton School. This gives a purpose-built classroom mainly for adult learning use and access to other facilities, including a small hall with a sprung floor, by arrangement. In Carterton, adult learning is based in Carterton Community College in an area with administrative and teaching space.

15.75 In Charlbury, delivery of community facilities by the Gifford Trust which could integrate joint use spaces which enable library / adult learning facilities is being considered in light of their opportunity to gain financial support through grant from the County Council.
Future Requirements

15.76 There is a deficit of Adult Learning services in Witney and it is a high priority to have an Adult Learning Centre in the town. Any new centre would need to be accessible to the whole community of Witney and the surrounding area and careful thought would need to be given to its location and available funding. Consideration should be given to providing some 40sq.m floorspace for adult education within a new community building.

16. SOCIAL CARE

CHILD AND ADULT SOCIAL CARE/SERVICES

Current Situation

16.1 Awaiting information.

Future Requirements

16.2 Awaiting information.

DAY CARE SERVICES

Current Situation

16.3 Day centres operate in towns and villages throughout the county, usually on a Monday to Friday basis - some open on Saturday. These centres are managed by Oxfordshire County Council, Age Concern, independent charities and local village groups.

16.4 Centres in West Oxfordshire include:

- Age UK (Age Concern) Burford Lunch Club, Burford
- The Bush Club, Bampton
- Carterton Day Centre, Carterton
- Charlbury Day Centre, Charlbury
- Elms Health and Well Being Centre, Witney
- Eynsham Day Centre
- Hanborough and District Day Centre, Long Hanborough
- Highlands Day Centre, Chipping Norton
- Wychwoods Day Centre, Shipton under Wychwood

16.5 Oxfordshire County Council also runs seven health and wellbeing day centres across the County supporting adults with physical disabilities of all ages, older frail adults, and older adults with dementia, mental health problems and learning disabilities. None of these centres are however in West Oxfordshire.
16.6 The County Council would seek suitable space within new community buildings if provided as part of strategic developments at West Witney and East Witney to enable the delivery of Tier 2 day care services. If these solutions are unavailable, the County Council would seek contributions to extend the existing centre in Witney.

17. **CRIMINAL JUSTICE**

**Overall Situation**

17.1 West Oxfordshire falls within the Oxfordshire Local Delivery Unit (LDU) of the Thames Valley Probation service, one of 35 probation trusts in England and Wales. Together with HM Prison Service, Thames Valley Probation forms part of the National Offender Management Service (NOMS) which falls under the Ministry for Justice.

**COURTS (COUNTY, MAGISTRATES, CROWN)**

**Current Situation**

17.2 Following the closure of the Magistrate’s Court in Witney, there are no courts in West Oxfordshire. The nearest County and Crown Courts are located at Oxford.

**Future Requirements**

17.3 There are no identified future requirements in West Oxfordshire.

**PROBATIONARY AND PRISON SERVICE**

**Current Situation**

17.4 There are no probation offices in West Oxfordshire, the nearest being Oxford, Bicester and Banbury.

17.5 There are no prisons either, the nearest being HMP Bullingdon at Bicester.

**Future Requirements**

17.6 There are no identified future requirements in West Oxfordshire.
PART C - GREEN INFRASTRUCTURE
18. NATIONAL/REGIONAL

Overview

18.1 Green Infrastructure or ‘GI’ consists of the green areas in both urban and rural settings – it has an important role as a ‘life support system’. It fulfils a wide variety of environmental, social and economic functions and plays a part in adapting to and mitigating climate change.

18.2 Green Infrastructure can include nature reserves, designated sites, recreational grounds, parks and open spaces, public rights of way, allotments, cemeteries and many other green areas.

GREEN BELT

Current Situation

18.3 The Oxford Green Belt was first designated in 1975 and has had only minor boundary amendments since then. It covers an area of 1610.4ha of the eastern edge of West Oxfordshire. The Green Belt has been designated to protect the openness of the countryside and to prevent urban sprawl and the coalescence of settlements. It plays an important role in steering development to sustainable locations. There is limited existing development within the Green Belt, comprising primarily agricultural land. The only villages that lie within Green Belt are Cassington and Bladon. Most of West Oxfordshire’s Green Belt is a Mineral Consultation Area (MCA).

Future Requirements

18.4 There are no plans to redefine the Green Belt boundary and any development activity taking place within the Green Belt will be guided by a combination of the Local Plan and the National Planning Policy Framework (NPPF).

AREA OF OUTSTANDING NATURAL BEAUTY (AONB)

Current Situation

18.5 The Cotswolds was designated an Area of Outstanding Natural Beauty (AONB) in 1966 in recognition of its rich, diverse and high quality landscape. It is the largest of 40 AONBs in England and Wales, and the third largest protected landscape after the Lake District and Snowdonia, covering 790 sq miles. A review of the boundaries in the 1980s resulted in a three-fold increase in the AONB in West Oxfordshire, now covering an area of 24,379ha of the District.
18.6 The primary purpose of the AONB is to conserve and enhance the natural beauty of the area now and for future generations. Development in the AONB is guided by the existing, adopted Local Plan and in due course the new Local Plan. It is also influenced by the Cotswolds Conservation Board, including the Cotswolds AONB Management Plan (which has been endorsed as supplementary guidance) and other policy advice and position statements. The AONB designation has a significant effect on the location and design of development both within the area and impacting upon it.

**Future Requirements**

18.7 There are no plans to review the boundary of the Cotswolds AONB. Great weight will be given to protecting landscape and scenic beauty, as well as the conservation of wildlife and cultural heritage. Development and conservation activity in the area will continue to be guided by the adopted and emerging Local Plan, the Cotswolds Management Plan and the Cotswolds Conservation Board's Business Plan Work Programme (which includes making use of volunteers, especially the invaluable work undertaken by the Cotswold Voluntary Wardens.) Financial contributions will be sought towards this work programme and core funding of the Board, where appropriate, from development within or affecting the AONB.

**SPECIAL AREAS FOR CONSERVATION (SAC)**

18.8 SACs are areas which have been given special protection under the European Habitats Directive, to provide increased protection to a variety of wild animals, plants and habitats.

**Current Situation**

18.9 There is one area designated as a Special Area of Conservation in West Oxfordshire at Cassington Meadows, which forms part of the Oxford Meadows SAC. The area covers 7.03 ha and has been designated for the protection of the rare ‘Lowland Hay Meadow’ habitat.

**Future Requirements**

18.10 It is important to ensure the ongoing protection of designated European sites. A Habitats Regulation Assessment (HRA) will therefore need to be undertaken for any development proposal that is likely to have a significant adverse effect on the Oxford Meadows SAC, particularly in relation to air quality and nitrogen deposition, which may necessitate developer-funded on-site and/or off-site measures.
NATIONAL NATURE RESERVES (NNR)

18.11 National Nature Reserves are areas designated for the importance of their biological or geology. Some also provide accessible opportunities for people to experience nature. NNRs are owned or leased by Natural England, or bodies approved by them, or are managed in accordance with Nature Reserve Agreements with landowners or occupiers.

Current Situation

18.12 There are 2 NNRs in West Oxfordshire: Wychwood NNR and Chimney Meadows NNR.

18.13 Wychwood, in central West Oxfordshire, is the largest continuous area of ancient broadleaved woodland in Oxfordshire and includes a series of marl lakes of special value for their invertebrate populations. The designation covers an area of 263 ha and lies within a large Site of Scientific Interest, some 530ha in total. It forms part of the private country estate of Cornbury Park.

18.14 Chimney Meadows on the southern edge of the District covers an area of approximately 50 hectares and is protected for its species rich floodplain meadow habitat and the variety of wildlife that this supports. The site forms part of a wider area (250ha) managed by the Wildlife Trust (BBOWT), which in turn lies within the Upper Thames River Valleys ‘Futurescapes’ area (an area where the RSPB and BBOWT are working with the farming community to promote the creation and restoration of wetlands, the improvement of water quality and increased community involvement in conservation).

Future Requirements

18.15 Local policies should ensure there is a high level of protection for NNRs and, where possible, the sites are enhanced by such means as improving site management and expanding the sites’ setting/buffer. Improving public accessibility will be encouraged where appropriate. Contributions from new development will be sought where appropriate.

SITES OF SPECIAL SCIENTIFIC INTEREST (SSSI)

18.16 A Site of Special Scientific Interest (SSSI) is a national conservation identification denoting a protected area of land which is considered to be of special interest by virtue of its fauna, flora, geological or physiographical/geomorphological features.
Current Situation

18.17 There are a total of 29 SSSIs in West Oxfordshire covering a total area of approximately 1,145 hectares. The sites are listed below together with their size and current condition.

<table>
<thead>
<tr>
<th>SSSI Name</th>
<th>Condition</th>
<th>Area (Ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alvescot Meadows</td>
<td>Favourable</td>
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</tr>
<tr>
<td>Blenheim Park</td>
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<td>Bould Wood (Unit 2)</td>
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<td>Bould Wood (Unit 3)</td>
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<tr>
<td>Chimney Meadows</td>
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<tr>
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<td>Favourable</td>
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<tr>
<td>Glyme Valley</td>
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<td>Out Wood</td>
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<td>Stonesfield Common, Bottoms and Banks</td>
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<td>Wychwood Forest</td>
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18.18 The SSSIs in the district comprise a wide range of habitats of varying quality and include approximately 439 ha of land in favourable condition and 706 ha in unfavourable recovering condition. Those in favourable condition have been adequately conserved and are meeting their conservation objectives, while those in recovering condition have management measures in place to reach favourable condition.
Future Requirements

18.19 The Local Plan will contribute to the conservation and enhancement of SSSIs in the district by giving them a high level of protection and encouraging improvements to the sites’ condition wherever possible.

ANCIENT WOODLANDS

18.20 The location and extent of ancient semi-natural woodland are recorded in an Ancient Woodland Inventory maintained by county agencies for DEFRA. They are those places which have had a continuous woodland cover since at least 1600 AD and have only been cleared for underwood or timber production. These woodlands have landscape value but also provide important habitat for native flora and fauna. They are an irreplaceable asset that, once destroyed, can never be re-created.

18.21 Accurate, up-to-date information about the size, distribution, composition and condition of all forests and woodlands is essential to support the sustainable management of this valuable resource. The Forestry Commission has carried out woodland surveys and compiled forest inventories since 1924. The latest inventory – the National Forest Inventory – is expected to be completed in 2014 and will be incorporated in an update to the IDP at a later date.

Current Situation

18.22 Ancient woodlands in West Oxfordshire cover an area of approximately 2,040ha in total.

Future Requirements

18.23 The Local Plan will ensure that trees woodlands and hedgerows, and their settings, which are important for their visual, amenity, historic or biodiversity, will not be lost as a result of development. Ancient woodlands are a component of our Green Infrastructure network. Contributions from new development will be sought, where appropriate, towards measures to protect and enhance this network, for example, through helping to fund a revised, more detailed, ancient woodland inventory for West Oxfordshire.
HISTORIC PARKS AND GARDENS

Current Situation

18.24 There are 16 parks and gardens of historic interest in the District that are listed on English Heritage’s database of nationally designated heritage assets.

<table>
<thead>
<tr>
<th>Name</th>
<th>Grade</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rousham Park</td>
<td>I</td>
<td>Lower Heyford</td>
</tr>
<tr>
<td>Blenheim Park</td>
<td>I</td>
<td>Woodstock</td>
</tr>
<tr>
<td>Ditchley Park</td>
<td>II*</td>
<td>Spelsbury</td>
</tr>
<tr>
<td>Heythrop Park</td>
<td>II*</td>
<td>Heythrop</td>
</tr>
<tr>
<td>Sarsden Park</td>
<td>II*</td>
<td>Churchill</td>
</tr>
<tr>
<td>Chastleton House</td>
<td>II*</td>
<td>Chastleton</td>
</tr>
<tr>
<td>Cornbury Park</td>
<td>II*</td>
<td>Cornbury and Wychwood</td>
</tr>
<tr>
<td>Cornwell Manor</td>
<td>II</td>
<td>Cornwell</td>
</tr>
<tr>
<td>Kiddington Hall</td>
<td>II</td>
<td>Kiddington with Asterleigh</td>
</tr>
<tr>
<td>Sandford Park</td>
<td>II</td>
<td>Sandford St Martin</td>
</tr>
<tr>
<td>Swerford Park</td>
<td>II</td>
<td>Hook Norton</td>
</tr>
<tr>
<td>Tackley Water Garden</td>
<td>II*</td>
<td>Tackley</td>
</tr>
<tr>
<td>Shipton Court</td>
<td>II</td>
<td>Shipton-under-Wychwood</td>
</tr>
<tr>
<td>Eynsham Hall Park</td>
<td>II</td>
<td>North Leigh</td>
</tr>
<tr>
<td>Kelmscott Manor</td>
<td>II</td>
<td>Kelmscott</td>
</tr>
<tr>
<td>Great Tew</td>
<td>II</td>
<td>South Newington</td>
</tr>
</tbody>
</table>

18.25 These parks and gardens are a valuable asset and are a key aspect of the nation’s heritage and the District’s historic character. They cover large areas of land and are therefore an important element within the local green infrastructure network, providing cultural and biodiversity benefits and contributing to the health and well being of communities, as well as wider direct and indirect economic benefits.

18.26 As all of these parks are privately owned, however, public access to them is limited to certain defined areas only and/or at certain times of the year.

Future Requirements

18.27 The Local Plan will ensure that all development proposals respect, protect and enhance the special character and distinctiveness of West Oxfordshire’s historic environment and its heritage assets and their setting. Development must not result in loss or damage to important heritage assets, or their settings, particularly those of national importance which includes historic parks and gardens.
18.28 English Heritage provides grant aid for restoration projects of Grade I and II* sites. Funding may also be available from the Heritage Lottery Fund and other grants such as the Countryside Stewardship Schemes. Contributions from new development will also be sought, where appropriate.
19. **SUB-REGIONAL/DISTRICT**

**THE WYCHWOOD PROJECT**

**Current Situation**

19.1 The Wychwood Project uses the focus of the Royal Hunting Forest of Wychwood, to encourage local people to understand, conserve and restore its rich mosaic of landscapes and wildlife habitats. Through a wide range of activities, the Wychwood Project aims to enhance the environmental, cultural and historical features of the Wychwood landscape.

19.2 The main aims of the project are to:

- Raise awareness of, and appreciation for, the history and identity of Wychwood;
- Conserve and restore the distinctive character of the landscape within the Norman Royal Hunting Forest boundaries;
- Maintain and enhance a wide range of wildlife and habitats, to encourage biodiversity;
- Promote and support systems of land management in a working landscape which respect the history, characteristic landscapes and habitats of the area;
- Promote and support woodland management and increased levels of woodland planting in appropriate locations; and
- Encourage and assist all those who live and work in the area, to understand the importance of conservation and to become involved.

**Future Requirements**

19.3 Project activities will continue in the Wychwood Forest Area throughout the Local Plan period to support the aims of the Wychwood Project. The District Council has contributed to the core project costs since the inception of this initiative. However, due to budget pressures the level of funding from the Council has been falling. In order to maintain the current level of services and outputs, alternative sources of project funding will be required. Charitable donations and local fundraising, for example, are already being pursued. Contributions from new development will also be sought where appropriate.
LOWER WINDRUSH VALLEY PROJECT

Current Situation

19.4 The Lower Windrush Valley is an area of major landscape change associated with sand and gravel extraction. It contains a diverse range of after uses, most associated with lakes created from the former sand and gravel pits. The vast majority of the lakes are used for angling, with intensive and low key water sports on most of the rest of the pits. Only a small part of the area is used solely for nature conservation and public amenity.

19.5 The Lower Windrush Valley Project focuses on improving recreation opportunities, tourism, landscape and nature conservation within this area. The project area covers 2,800 ha in the Windrush valley between Ducklington and the River Thames. The majority of land within the project area is rural in nature, with farmland being predominantly in arable or grassland use and with about 350ha of lakes.

19.6 The area has a series of features of landscape and biodiversity value, including the river corridor, wet pastures, hedgerows/copse and lakes south of Standlake-Northmoor Road, the undisturbed areas of scrub and lakes of particular bird interest in the central part of the study area and the meadows to the east of Ducklington, one of which is a SSSI.

19.7 The project sets out a series of priority objectives to address accessibility, landscape and nature conservation issues in the area and highlights a series of projects to meet these objectives. Recently a 30ha site at Rushy Common and Tar Lakes, Cogges Road, has been opened for public access, including the provision of a car park, and its management for conservation.

Future Requirements

19.8 Local Plan policies continue to support the aims and objectives of the Lower Windrush Valley Project to ensure the ongoing protection and enhancement of biodiversity, landscape improvements and community health and well being.

19.9 The Lower Windrush Valley Project employs one project officer who works with key partners to co-ordinate, deliver and help manage a range of initiatives in the project area. These projects are likely to be long term, extending for the duration of the Local Plan and beyond but the cost and extent of these projects will vary depending on the location and aims of each project. Contributions from new development towards the project will be sought where appropriate.
WINDRUSH IN WITNEY PROJECT

19.10 In 2005 the District Council set up a project, focussed on the Windrush Valley as it passes through the town. The project looked at the important remnants of open spaces left following the growth of other parts of the town. These spaces effectively act as the 'glue' that ties all the built up parts of the town in the river corridor together.

19.11 The project worked in partnership with a range of landowners, and other interested parties, to produce a strategy which sets out guidance for the management of the area in order to protect and enhance its special landscape, character, ecological, cultural and recreation value.

19.12 The Strategy includes a list of practical projects to be implemented as and when opportunities have arisen or by seeking external sources of funding. Many improvements have been made by negotiation as part of planning proposals within the study area.

19.13 For example, as part of the redevelopment of a former industrial site for housing; green infrastructure improvements have been made, including the creation of the final section of the Windrush Path which runs along the river through the centre of the town and the provision of two new footbridges; a natural fish pass has been created; a site which was historically used as a public bathing area in the river has been restored; and a sustainable urban drainage scheme within the strategic landscape buffer around the site has been incorporated. Local volunteers have played an important role in helping to improve the management of the area.

Future Requirements

19.14 One of the most important aspects to address in the future will be to consolidate on-going management and maintenance arrangements. Due to disparate land ownership co-ordinating consistent management practices across the study area has been difficult to achieve. Additional funding will be required to remedy this and put plans in place which will become fully embedded into year-on-year maintenance in order to maximise the improvements that have already been made. There are further capital projects, as listed in the Windrush in Witney ‘Recommendations’ document, that the Council wishes to implement in the future as resources or opportunities allow. Contributions from new development towards the project will be sought where appropriate.

CONSERVATION TARGET AREAS

19.15 Conservation Target Areas (CTAs) are one of the main mechanisms for delivering Oxfordshire’s Biodiversity Action Plan (BAP) habitat targets. CTAs identify the most important areas for wildlife and where targeted conservation will have the greatest benefit. The main aim is to restore biodiversity at a landscape-scale through the maintenance, restoration and creation of BAP priority habitats.
Current Situation

19.16 Of the 36 CTAs across the County, ten fall either in full, or partly, within West Oxfordshire:

- Major river corridors: Lower Windrush Valley, Upper Thames, Lower Cherwell Valley, Oxford Meadows and Farmoor
- Small river and stream valleys: Glyme, North Evenlode Valleys, Upper Windrush, South Cotswolds Valleys
- Park and woodland: Blenheim and Ditchley Parks, Wychwood and Lower Evenlode

Future Requirements

19.17 A statement has been produced for each CTA identifying the features of biodiversity importance and targets for maintenance, restoration and creation of habitats. The CTAs provide a focus for co-ordinated biodiversity action in the County, including biodiversity project work by a range of organisations and provision of biodiversity enhancements through the planning system.

19.18 Delivery of CTA aims is co-ordinated by the Oxfordshire Nature Conservation Forum (ONCF), who co-ordinate working groups. Where appropriate, development will be expected to contribute towards the aims of the CTAs. For example, within new developments we will require suitable on-site provision/management of land that meets the CTA aims and/or we will seek financial contributions for off-site works within nearby CTAs.

LOCAL WILDLIFE SITES (LWS)

19.19 Local Wildlife Sites have been allocated for their wildlife value in a county context. These local sites can be equal in quality to SSSIs. They are an essential part of creating a better connected landscape for wildlife, including buffers, corridors and stepping stones so that the countryside is more resilient to the pressures of modern living and climate change.

Current Situation

19.20 There are 97 LWS in West Oxfordshire, covering a total land area of 1,515 ha. These have been selected due to the presence of important characteristic or threatened habitats or species included in local and national biodiversity action plans. They cover a wide variety of habitats and locations and the bulk of the sites are privately owned. The ongoing management of these sites is an important factor in their long term protection. Sites are monitored and reviewed by a Local Sites Partnership (run by BBOWT and the Thames Valley Environmental Records Centre) who also offer land management advice to the site owners.
Future Requirements

19.21 BBOWT will continue to monitor sites and these will be protected and enhanced through policies in the Local Plan. Mapping of sites will be updated as necessary - these will form a key component of the local green infrastructure network. Priorities for enhancement and improved connectivity within a countywide green infrastructure network will be identified through the preparation of a county green infrastructure study. The provision of advice on suitable management could form an important element of site enhancement. Contributions from new development will also be sought where appropriate.
LOCAL GEOLOGICAL SITES

19.22 Local Geological Sites are non-statutory protected sites, selected on a local basis according to a range of nationally agreed criteria including, the value of the site for educational purposes, the value of a site for study by both amateur and professional Earth scientists, the historical value of a site in terms of important advances in Earth science knowledge, events or human exploitation and the aesthetic value of a site in the landscape, particularly in relation to promoting public awareness and appreciation of earth sciences.

Current Situation

19.23 There are 17 such sites in West Oxfordshire covering an area of approximately 347 ha.

Future Requirements

19.24 The Local Plan will give ongoing protection to these sites for the range of benefits that they deliver and will, where feasible, encourage enhancement eg through on-site interpretation. Contributions from new development will be sought where appropriate.

GREEN CORRIDORS, INCLUDING RIVER CORRIDORS

19.25 Green corridors are important for the multiple social, economic and environmental benefits that they provide. The network of green corridors in West Oxfordshire includes rivers, streams, public rights of way including long distance and national trails, railway lines and even road grass verges.

19.26 Green corridors can link sites of biodiversity and recreation importance together enabling wildlife to migrate between sites and creating a better linked and more comprehensive green infrastructure network. They can also provide safe and attractive routes for walking and cycling, making a valuable contribution to the health and well-being of communities.

Current Situation

19.27 There is an extensive network of public rights of way throughout the District as well a broad reaching network of river corridors, particularly in the south of the District. Green corridors cover a total distance of 1,816 km in the District. However, many of these routes are disconnected and made harder to use because of roads and traffic.

19.28 National and long distance trails provide accessible recreational opportunities and enhanced access to the countryside and a number of these cross the district, including the Thames Paths National Trail, the Oxfordshire Way and the D'Arcy Dalton Way. A series of shorter circular routes have been created and are publicised by Oxfordshire County Council, for example through the Evenlode Valley and in the Wychwood area. Numerous local walks are promoted by local communities and organisations.
19.29 The Ordnance Survey ‘Explorer’ map series shows the public rights of way cycle routes and other accessible areas. This allows residents and visitors to plan routes for themselves. The Oxfordshire Cycleway makes use of bridleways and quiet roads; there are twelve cycle routes specifically within West Oxfordshire.

<table>
<thead>
<tr>
<th>Name</th>
<th>Trail Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thames Path</td>
<td>National Trail</td>
</tr>
<tr>
<td>Oxfordshire Way</td>
<td>Long Distance Path</td>
</tr>
<tr>
<td>Shakespeare Way</td>
<td>Long Distance Path</td>
</tr>
<tr>
<td>Wychwood Way</td>
<td>Long Distance Path</td>
</tr>
<tr>
<td>D’Arcy Dalton Way</td>
<td>Long Distance Path</td>
</tr>
<tr>
<td>Salt Way</td>
<td>Local Path</td>
</tr>
<tr>
<td>Windrush Path</td>
<td>Local Path</td>
</tr>
<tr>
<td>Oxford to Banbury Cycle Route</td>
<td>National Cycle Route 5</td>
</tr>
<tr>
<td>Windrush Valley Cycle Route</td>
<td>Regional Cycle Route 47</td>
</tr>
<tr>
<td>Oxford to Witney Cycle Route</td>
<td>Interim Regional Cycle Route 57</td>
</tr>
</tbody>
</table>
OTHER GREENSPACE – FORMAL

19.35 The preceding sections identify the extent of green space in West Oxfordshire with an international, national, county or district designation. While this shows an extensive range of green infrastructure assets, there are numerous other areas and sites without a designation but which individually or cumulatively are equally as valuable to local communities.

19.36 Open space provides a wide range of environmental, economic and social benefits in both rural and urban areas, including flood water storage, sustainable drainage, shady outdoor space, habitats for wildlife and areas for recreation.

Current Situation

19.37 Formal areas of open space are more limited in West Oxfordshire than in other areas of Britain. Victorian town parks, for example, are not part of the area’s heritage; this in part reflects the limited level of growth that was taking place here at the time but also the continued rural nature of the District.

19.38 Areas with more formal specific uses include the following:

Children’s Play Areas – there are at least 93 play spaces equipped specifically for the needs of children and young people in the District covering an area of approximately 10 ha. These spaces include Multi Use Games Areas (MUGAs), skate parks, Neighbourhood Equipped Areas for Play (NEAPs), Local Equipped Areas for Play (LEAPs) and Local Areas for Play (LAP). On going maintenance and management of playspaces is often the responsibility of parish and town councils.

Country parks – while not formally designated as such, there are two areas fulfilling the function of country parks, by having a publicly accessible area set aside for predominantly informal recreation: Witney Lake and Meadows and Kilkenny Lane Country Park, Carterton.

Allotments – in West Oxfordshire allotments have traditionally been provided by Town and Parish Councils who are best placed to determine local need. Demand for allotments has significantly increased over the last 5 years or so and many towns and villages now have waiting lists and are searching for suitable new sites.

Cemeteries – with over 100 settlements in the District, and most of thee having at least one place of worship, there is a large number and wide distribution of graveyards in the area. However, space in these graveyards is limited and many towns are looking for new cemetery sites/burial grounds.
Future Requirements

19.39 Areas of formal open space will be protected by Local Plan policies and opportunities for enhancements investigated. Contributions towards additional and/or improved provision will be sought through new development as appropriate including the proposed Strategic Development Areas. Land at east Carterton for example will be required to provide a green buffer to Brize Norton Village which forms an extension to the Kilkenny Lane Country Park.

19.40 Further, more detailed, assessments of local needs and requirements will be undertaken but in the meantime national standards and good practice will be used as a basis of future requirements eg the Field in Trust benchmark standards (as set out in the box below)

OTHER GREENSPACE – INFORMAL

Current Situation

19.41 Most areas of green space generally perform a variety of, usually informal, functions. Open space can range from small areas of amenity land in new housing areas (which, with other areas of open space, can have an important role in greening and softening the built-up area, adding character, biodiversity and shade), to larger multi-functional green areas, especially within former strategic development areas such as Shilton Park, Deer Park and Madley Park, through to historically and culturally important areas like Church Green, Witney. In smaller settlements, village greens can fulfil a similar function.

19.42 A number of studies have been undertaken to look at open space provision in West Oxfordshire, ranging from the district-wide PPG17 Study (which found that overall quantity of provision was adequate but quality was inconsistent), to detailed assessments of individual settlements (where certain deficiencies have been identified).

19.43 Large areas of generally open land with free public access are limited in West Oxfordshire, both within urban areas and in the countryside as a whole. Urban fringe areas provide an especially important potential resource for delivering leisure opportunities close to where people live, contributing to the health and well being of communities, supporting local biodiversity, providing a possible fuel-source and improving the landscape.

19.44 As one of the most wooded areas of Oxfordshire, woodlands make an important contribution to the landscape and character of West Oxfordshire; some are also used for informal recreation. In recent years, there has been a number of new community woodlands planted, for example at Hailey, Eynsham and Woodstock.

19.45 With limited areas available for open access to land, common land is an especially valuable resource in the District. There are approximately 19.5 ha of commons.
19.46 In West Oxfordshire, and indeed in Oxfordshire as a whole, there is a comparative absence of extensive areas of countryside with general open access to the public. Oxfordshire has by far the smallest amount of publicly accessible land of the twelve counties comprising South-East England.

19.47 Natural England's standards for the provision of accessible natural greenspace, known as ANGSt, show widespread deficiencies in the County but especially in large areas of West Oxfordshire. The Woodland Trust's standards for accessible woodland also show low figures for the District.

19.48 The PPG17 Study assessments of open space and the recent Green Infrastructure Study show a wide variety and distribution of Green Infrastructure assets in West Oxfordshire. However, these studies, along with waiting lists for allotments, communities searching for burial grounds and parish plans identifying need for additional recreational space, suggest there are deficiencies in Green Infrastructure in the District.

19.49 This is despite existing policies which seek to protect open space and biodiversity and secure ‘new assets’ on site when development takes place, such as the linear park along Madley Brook, NE Witney.

Future Requirements

19.50 With the evidence gathered so far indicating potential deficiencies, the overall approach to Green Infrastructure in the District and its individual components/assets should be to protect what we have, to make it easier to access the sites, and to expand and improve the network where there are opportunities, especially associated with new development.

19.51 The Green Infrastructure Study began the process of identifying the components of the network in West Oxfordshire. A more detailed study now needs to be undertaken to assess existing gaps, identify opportunities, set local Green Infrastructure standards (e.g. on accessibility, quantity and quality) and provide information on sources of funding, timescales for delivery and who will look after the area. Similarly, further assessments of local open space requirements and an update of the previous PPG17 study are needed.

19.52 Until such additional work has taken place, the Council will ensure that existing Green Infrastructure assets are protected and enhanced and will make use of national standards/good practice (see examples in box below) to ensure new development provides or contributes towards the provision of improvements to the District’s network of Green Infrastructure, particularly where stakeholders/partnership projects (such as the CTAs) already exist or are emerging.

19.53 Further opportunities for protection and enhancement of the Green Infrastructure network are likely to emerge through the localism agenda as local communities identify areas particularly important to them.
Natural England Accessible Natural Green Space Standards (ANGSt)

Everyone, wherever they live, should have an accessible natural green space:
- of at least 2ha in size, no more than 300m (5 minutes walk) from home
- at least one accessible 20ha site within 2km of home
- one accessible 100ha site within 5km of home
- one accessible 500ha site within 10km of home
- a minimum of 1ha of statutory Local Nature Reserves per thousand population

Woodland Trust’s Native Woodland Access Standard

- No person should live more than 500m from at least one area of accessible woodland of no less than 2ha in size
- There should also be at least one area of accessible woodland of less than 20ha within 4km (8km round trip) of people’s homes

Field in Trust – Benchmark Standards for Outdoor Sport and Play

<table>
<thead>
<tr>
<th>Children’s Playing Space</th>
<th>Benchmark</th>
<th>(ha per ‘000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Designated equipped playing space</td>
<td>0.25</td>
<td></td>
</tr>
<tr>
<td>Informal playing space</td>
<td>0.55</td>
<td></td>
</tr>
<tr>
<td>Children’s playing space</td>
<td>0.80</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Type of Space</th>
<th>Distance criteria</th>
<th>Walking distance</th>
<th>Straight line distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local areas for play or ‘door-step’ spaces - for play and informal recreation (LAPs)</td>
<td>100</td>
<td>60</td>
<td></td>
</tr>
<tr>
<td>Local equipped, or local landscaped, areas for play – for play and informal recreation (LEAPs)</td>
<td>400</td>
<td>240</td>
<td></td>
</tr>
<tr>
<td>Neighbourhood equipped areas for play – for play and informal recreation, and provision for children and young people (NEAPs)</td>
<td>1000</td>
<td>600</td>
<td></td>
</tr>
</tbody>
</table>
## Physical Infrastructure

### Transport - Highways

<table>
<thead>
<tr>
<th>Item</th>
<th>Location</th>
<th>Timescale</th>
<th>Cost</th>
<th>Funding</th>
<th>Delivery Partners</th>
<th>Relevant Policies</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Down’s Road/A40 junction improvements</td>
<td>Witney</td>
<td>2011 - 2016</td>
<td>£6.1m estimate</td>
<td>To be delivered by development of land at west Witney</td>
<td>Landowners OCC WODC</td>
<td>Core Policy 24 Core Policy 25 Core Policy 27</td>
<td>The scheme is a prerequisite of large-scale development at West Witney.</td>
</tr>
<tr>
<td>Shore’s Green Slip Roads (SGSR)</td>
<td>Witney</td>
<td>2011 - 2016</td>
<td>£5.6m estimate for Shores Green slips</td>
<td>To be delivered by development of land at east Witney</td>
<td>Landowners OCC WODC</td>
<td>Core Policy 24 Core Policy 25 Core Policy 28</td>
<td>Potential alternative to Cogges Link Road (CLR) and required by the development of additional land at East Witney.</td>
</tr>
<tr>
<td>Improvements to Oxford Hill/Cogges Hill Road/Jubilee Way junction</td>
<td>Witney</td>
<td>2011 - 2016</td>
<td>£ to be costed – scope to be determined</td>
<td>To be delivered by development of land at east Witney</td>
<td>Landowners OCC WODC</td>
<td>Core Policy 24 Core Policy 25 Core Policy 28</td>
<td>Required to support development at East Witney.</td>
</tr>
<tr>
<td>Item</td>
<td>Location</td>
<td>Timescale</td>
<td>Cost</td>
<td>Funding</td>
<td>Delivery Partners</td>
<td>Relevant policies</td>
<td>Comment</td>
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</tr>
<tr>
<td>SGSR complimentary measures: Improvements at Staple Hall junction; A40/Ducklington junction; Ducklington Lane / Station Lane junction</td>
<td>Witney</td>
<td>2011 – 2016</td>
<td>£3.5m preliminary estimate for Ducklington Lane junction works only but scope under review Staple Hall – scope to be determined</td>
<td>To be funded by contributions from developments in the town</td>
<td>Landowners OCC WODC</td>
<td>Core Policy 24 Core Policy 25</td>
<td>Needed to support the delivery of the SGSR scheme (above)</td>
</tr>
<tr>
<td>Improvements to junctions and functioning of streets in the town</td>
<td>Witney</td>
<td>2011 – 2016</td>
<td>To be costed – scope to be determined</td>
<td>To be funded by contributions from developments in the town</td>
<td>OCC WODC</td>
<td>Core Policy 24 Core Policy 25 Core Policy 27 Core Policy 28</td>
<td>Needed to lock in the benefits of Downs Road and Shores Green and improve the flow of traffic through Witney.</td>
</tr>
<tr>
<td>Item</td>
<td>Location</td>
<td>Timescale</td>
<td>Cost</td>
<td>Funding</td>
<td>Delivery Partners</td>
<td>Relevant policies</td>
<td>Comment</td>
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<td>--------------------------------------------------------------------------</td>
</tr>
<tr>
<td>West End Link (WEL2)</td>
<td>Witney</td>
<td>Long-term</td>
<td>OCC estimate £18m</td>
<td>No funding available. Would need to be funded by development.</td>
<td>Landowners OCC WODC</td>
<td>Core Policy 24 Core Policy 25</td>
<td>Transport modelling suggests this scheme should be safeguarded to accommodate potential long-term growth at Witney.</td>
</tr>
<tr>
<td>Northern Distributor Road</td>
<td>Witney</td>
<td>Long-term</td>
<td>To be costed</td>
<td>No funding available. Would need to be funded by development.</td>
<td>Landowners OCC WODC</td>
<td>Core Policy 24 Core Policy 25</td>
<td>Transport modelling suggests this scheme should be safeguarded to accommodate potential long-term growth at Witney.</td>
</tr>
<tr>
<td>Shilton Link Road</td>
<td>Carterton</td>
<td>2011 – 2016</td>
<td>Not costed by OCC. Full cost of road to be met by developer.</td>
<td>To be funded through development of land at Swinbrook Road, Carterton to serve housing</td>
<td>David Wilson Homes OCC WODC</td>
<td>Core Policy 24 Core Policy 29</td>
<td>The scheme has resolution to grant planning permission subject to S.106</td>
</tr>
<tr>
<td>Item</td>
<td>Location</td>
<td>Timescale</td>
<td>Cost</td>
<td>Funding</td>
<td>Delivery Partners</td>
<td>Relevant policies</td>
<td>Comment</td>
</tr>
<tr>
<td>---------------------------------------------------------------------</td>
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<td>----------------------------------------</td>
<td>------------------------------</td>
<td>---------------------------</td>
<td>-------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Provision of A-road access to Carterton and improved road signage</td>
<td>Carterton</td>
<td>2011 - 2029</td>
<td>Scope to be</td>
<td>To be funded by contributions from</td>
<td>OCC WODC Developers</td>
<td>Core Policy 24 Core Policy 29</td>
<td>Would help improve access for current and potential businesses in Carterton.</td>
</tr>
<tr>
<td>to Carterton and RAF Brize Norton</td>
<td></td>
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<td>determined,</td>
<td>developments in the town</td>
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<td>assessment of</td>
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<td>north of Brize</td>
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<td>Norton Village</td>
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<td></td>
<td></td>
<td></td>
<td>road link</td>
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</tr>
<tr>
<td>Improve Carterton Road/Norton Way Roundabout</td>
<td>Carterton</td>
<td>2011 - 2016</td>
<td>£82,000</td>
<td>Funding from s106 &amp; OCC capital</td>
<td>OCC</td>
<td>Core Policy 24 Core Policy 29</td>
<td>To be constructed 2012/13</td>
</tr>
<tr>
<td>Remove Primary Route Status / National Lorry route from A44 and</td>
<td>Chipping Norton</td>
<td>2011 - 2016</td>
<td>To be costed</td>
<td>To be confirmed</td>
<td>OCC Gloucestershire County</td>
<td>Core Policy 24 Core Policy 33</td>
<td>Would help to deliver improvements to the Air Quality Management Area (AQMA).</td>
</tr>
<tr>
<td>implement associated weight restrictions in Chipping Norton centre</td>
<td></td>
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<td>Council</td>
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</tbody>
</table>
### Accessing Oxford – northern approaches

**Item:** Oxford  
**Location:** Oxford  
**Timescale:** 2011 - 2029  
**Cost:** To be costed  
**Funding:** Contributions to be sought from development plus some external funding  
**Delivery Partners:** OCC, WODC, Developers  
**Relevant policies:** Core Policy 24  
**Comment:** Wolvercote roundabout is seriously congested and a deterrent to growth in West Oxfordshire.

### Transport – Rail

<table>
<thead>
<tr>
<th>Item</th>
<th>Location</th>
<th>Timescale</th>
<th>Cost</th>
<th>Funding</th>
<th>Delivery Partners</th>
<th>Relevant policies</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve public transport, walking and cycling links to stations</td>
<td>District wide</td>
<td>2011 - 2029</td>
<td>To be costed</td>
<td>To be confirmed</td>
<td>Network Rail, Rail providers, Bus companies, WODC, OCC</td>
<td>Core Policy 24</td>
<td>To include new railbus links to Burford and Witney, footpaths, signage and secure cycle parking.</td>
</tr>
<tr>
<td>Improved bus connectivity between Witney and Hanborough Station</td>
<td>Witney – Long Hanborough</td>
<td>2011 - 2029</td>
<td>To be costed</td>
<td>To be confirmed</td>
<td>Bus companies, Rail providers, OCC, WODC</td>
<td>Core Policy 24, Core Policy 25, Core Policy 34</td>
<td>Could be achieved through service changes to route 242 or consideration of a dedicated rail feeder service.</td>
</tr>
<tr>
<td>Item</td>
<td>Location</td>
<td>Timescale</td>
<td>Cost</td>
<td>Funding</td>
<td>Delivery Partners</td>
<td>Relevant policies</td>
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</tr>
<tr>
<td>Investigate long term re-instatement of rail track between Witney, Oxford and Carterton</td>
<td>Witney – Oxford - Carterton</td>
<td>2011 - 2029</td>
<td>To be costed</td>
<td>To be confirmed</td>
<td>Network Rail,Rail providers OCC WODC</td>
<td>Core Policy 24</td>
<td>Part of improving national connectivity to RAF Brize Norton</td>
</tr>
<tr>
<td>Provision of a dedicated rail feeder bus service to Hanborough station (travel to Oxford and London)</td>
<td>Carterton – Long Hanborough</td>
<td>2011 - 2016</td>
<td>To be costed</td>
<td>To be confirmed</td>
<td>Network Rail,Rail providers OCC WODC</td>
<td>Core Policy 24</td>
<td></td>
</tr>
<tr>
<td>Improvements to Hanborough Station including enhanced car parking facilities, platform extensions, café, bus interchange (if a Railbus is introduced)</td>
<td>Long Hanborough</td>
<td>2011 - 2016</td>
<td>To be costed</td>
<td>To be confirmed</td>
<td>Network Rail,Rail providers OCC WODC</td>
<td>Core Policy 24</td>
<td>Improvements to car parking facilities being carried out by the rail industry 2012/13</td>
</tr>
<tr>
<td>Item</td>
<td>Location</td>
<td>Timescale</td>
<td>Cost</td>
<td>Funding</td>
<td>Delivery Partners</td>
<td>Relevant policies</td>
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</tr>
<tr>
<td>Tackley Station - consider potential alternatives to southbound platform being only accessible by foot crossing and potential aspirations to provide a waiting shelter on the northbound platform.</td>
<td>Tackley</td>
<td>2011 - 2021</td>
<td>To be costed</td>
<td>To be confirmed</td>
<td>Network Rail Rail providers OCC WODC</td>
<td>Core Policy 24</td>
<td></td>
</tr>
<tr>
<td>Improvements to Charlbury Station including platform extensions, improved car parking, extra cycle parking, accessible toilets, retail unit and extension of ticket office opening hours.</td>
<td>Charlbury</td>
<td>2011 - 2021</td>
<td>To be costed</td>
<td>To be confirmed</td>
<td>Network Rail Rail providers OCC WODC</td>
<td>Core Policy 24</td>
<td></td>
</tr>
<tr>
<td>Item</td>
<td>Location</td>
<td>Timescale</td>
<td>Cost</td>
<td>Funding</td>
<td>Delivery Partners</td>
<td>Relevant policies</td>
<td>Comment</td>
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<tr>
<td>Redoubling the remaining single-track section of the Cotswolds &amp; Malverns Line between Charlbury and Wolvercot Junction</td>
<td>Charlbury - Wolvercot</td>
<td>2011 - 2029</td>
<td>To be costed</td>
<td>To be confirmed</td>
<td>Network Rail Rail providers OCC WODC</td>
<td>Core Policy 24</td>
<td></td>
</tr>
<tr>
<td>Shipton – provision of car parking along north side approach road and footbridge to provide direct access between platforms</td>
<td>Shipton</td>
<td>2011 - 2021</td>
<td>To be costed</td>
<td>To be confirmed</td>
<td>Rail industry OCC WODC</td>
<td>Core Policy 24</td>
<td></td>
</tr>
<tr>
<td>Ascott-under-Wychwood – provide cycle parking and a bus interchange (if Railbus introduced)</td>
<td>Ascott-under-Wychwood</td>
<td>2011 - 2016</td>
<td>To be costed</td>
<td>To be confirmed</td>
<td>Rail industry Bus companies OCC WODC</td>
<td>Core Policy 24</td>
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<tr>
<td>Item</td>
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<td>Timescale</td>
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<td>Funding</td>
<td>Delivery Partners</td>
<td>Relevant policies</td>
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<tr>
<td>Kingham – renew footbridge with a fully accessible bridge, renew /</td>
<td>Kingham</td>
<td>2011-2021</td>
<td>To be costed</td>
<td>To be confirmed</td>
<td>Network Rail Rail providers OCC WODC</td>
<td>Core Policy 24</td>
<td>Core Policy 24</td>
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<tr>
<td>enlarge waiting room on eastern platform and extend ticket office</td>
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<td>opening hours</td>
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</table>

**Transport – Bus**

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<tr>
<th>Item</th>
<th>Location</th>
<th>Timescale</th>
<th>Cost</th>
<th>Funding</th>
<th>Delivery Partners</th>
<th>Relevant policies</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eynsham remote park and ride</td>
<td>Eynsham</td>
<td>2011 – 2029</td>
<td>£3m - £5m</td>
<td>No funding available</td>
<td>OCC Bus companies Developers WODC</td>
<td>Core Policy 24 Core Policy 34</td>
<td>Would facilitate access to Witney and Oxford, but dependent on introduction of bus priority measures between the two</td>
</tr>
<tr>
<td>Enhance frequency of S1/S2 Bus Service (Premium Route Network) between Witney and Carterton</td>
<td>Witney - Carterton</td>
<td>2011 – 2021</td>
<td>To be costed</td>
<td>Developer funding</td>
<td>OCC Bus companies Developers WODC</td>
<td>Core Policy 24</td>
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<tr>
<td>Item</td>
<td>Location</td>
<td>Timescale</td>
<td>Cost</td>
<td>Funding</td>
<td>Delivery Partners</td>
<td>Relevant policies</td>
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<tr>
<td>Upgrade stops along S1 / S2 bus route to premium standard throughout West Oxfordshire</td>
<td>District wide</td>
<td>2011 – 2021</td>
<td>To be costed</td>
<td>Developer funding</td>
<td>OCC Bus companies Developers WODC</td>
<td>Core Policy 24</td>
<td></td>
</tr>
<tr>
<td>Reorganise and improve bus stops on Newlands and Oxford Hill</td>
<td>Witney</td>
<td>2011 - 2021</td>
<td>To be costed</td>
<td>Developer funding</td>
<td>OCC Bus companies Developers</td>
<td>Core Policy 24</td>
<td>Core Policy 25</td>
</tr>
<tr>
<td>Bus journey time improvements on S1 inter-urban route between Carterton and Oxford</td>
<td>Carterton</td>
<td>2011 – 2021</td>
<td>To be costed</td>
<td>Developer funding</td>
<td>OCC WODC Bus companies Developers</td>
<td>Core Policy 24</td>
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<tr>
<td>Item</td>
<td>Location</td>
<td>Timescale</td>
<td>Cost</td>
<td>Funding</td>
<td>Delivery Partners</td>
<td>Relevant policies</td>
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</tr>
<tr>
<td>Enhance frequency of 64 bus service to Swindon</td>
<td>District wide</td>
<td>2011 – 2021</td>
<td>To be costed</td>
<td>Developer funding</td>
<td>OCC WODC Bus companies Developers</td>
<td>Core Policy 24</td>
<td>Would provide an hourly bus service between Carterton and Swindon. Consider potential extension of service to Witney.</td>
</tr>
<tr>
<td>Reorganise and enhance the frequency of the bus service between Woodstock, Witney and Burford</td>
<td>District wide</td>
<td>2011 – 2021</td>
<td>To be costed</td>
<td>Developer funding</td>
<td>OCC WODC Bus companies Developers</td>
<td>Core Policy 24</td>
<td>To provide two buses an hour</td>
</tr>
<tr>
<td>Increasing the capacity of Oxford Park and Ride</td>
<td>Oxford</td>
<td>2011 – 2021</td>
<td>To be costed</td>
<td>Developer funding</td>
<td>OCC Bus companies Developers Oxford City Council</td>
<td>Core Policy 24 LTP3</td>
<td></td>
</tr>
<tr>
<td>Seek to provide town bus services at Witney and Carterton</td>
<td>Witney and Carterton</td>
<td>2011 – 2029</td>
<td>To be costed</td>
<td>Developer funding OCC subsidies</td>
<td>OCC WODC Bus companies Developers</td>
<td>Core Policy 24 Core Policy 25 Core Policy 29</td>
<td>To enable accessibility to town centre services from peripheral areas.</td>
</tr>
<tr>
<td>Item</td>
<td>Location</td>
<td>Timescale</td>
<td>Cost</td>
<td>Funding</td>
<td>Delivery Partners</td>
<td>Relevant policies</td>
<td>Comment</td>
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<tr>
<td>Oxford to Chipping Norton Bus Service Frequency Enhancement</td>
<td>Chipping Norton - Oxford</td>
<td>2011 - 2016</td>
<td>To be costed</td>
<td>Developer funding</td>
<td>OCC WODC Bus companies Developers</td>
<td>Core Policy 24 Core Policy 33</td>
<td>Pump priming the Oxford to Chipping Norton S3 bus service to increase the frequency to two buses per hour.</td>
</tr>
<tr>
<td>To provide a direct bus service between Chipping Norton and Banbury</td>
<td>Chipping Norton – Banbury</td>
<td>2011 - 2021</td>
<td>To be costed</td>
<td>Developer funding</td>
<td>OCC WODC Bus companies Developers</td>
<td>Core Policy 24 Core Policy 33</td>
<td>Would complement existing villager service</td>
</tr>
<tr>
<td>West Street bus stops, Chipping Norton</td>
<td>Chipping Norton</td>
<td>2011 - 2021</td>
<td>To be costed</td>
<td>Developer funding</td>
<td>OCC WODC Bus companies Developers</td>
<td>Core Policy 24 Core Policy 33</td>
<td>Alterations to bus stopping arrangements in West Street to enable three buses to stop in each direction</td>
</tr>
<tr>
<td>Promote and enhance the Kingham Railbus from Chipping Norton to Kingham Station</td>
<td>Chipping Norton – Kingham</td>
<td>2011 - 2029</td>
<td>To be costed</td>
<td>OCC</td>
<td>OCC WODC Bus companies Developers</td>
<td>Core Policy 24 Core Policy 33</td>
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<tr>
<td>Item</td>
<td>Location</td>
<td>Timescale</td>
<td>Cost</td>
<td>Funding</td>
<td>Delivery Partners</td>
<td>Relevant policies</td>
<td>Comment</td>
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</tr>
<tr>
<td>To provide/improve footways, pedestrian and cycling infrastructure across the District</td>
<td>District wide</td>
<td>2011 – 2029</td>
<td>To be confirmed</td>
<td>Developer funding</td>
<td>OCC WODC Developers</td>
<td>Core Policy 24</td>
<td></td>
</tr>
<tr>
<td>Provision of Carterton to Witney cycleway</td>
<td>Carterton - Witney</td>
<td>2011 - 2029</td>
<td>Scope to be confirmed</td>
<td>Developer funding</td>
<td>OCC Developers</td>
<td>Core Policy 24 Core Policy 25 Core Policy 29</td>
<td>To enable commuting by bike and increase access to services between the District’s two main towns</td>
</tr>
<tr>
<td>Provision of cycle parking at key destinations and employment sites</td>
<td>District wide with a particular focus on Witney, Carterton, Chipping Norton, Eynsham and Woodstock</td>
<td>2011 - 2029</td>
<td>To be confirmed</td>
<td>Developer funding</td>
<td>OCC Developers</td>
<td>Core Policy 24</td>
<td></td>
</tr>
<tr>
<td>Item</td>
<td>Location</td>
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<td>Delivery Partners</td>
<td>Relevant policies</td>
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</tbody>
</table>
| Various improvements to pedestrian and cycle infrastructure to potentially include:  
  - formal crossing on Witan Way  
  - crossing points on Bridge Street  
  - Curbridge Road pedestrian/cycle route towards the town centre  
  - Cycleway from Woodstock Road to Newland  
  - Extend the Station Lane cycle route along Witan Way to Langdale Gate and the town | Witney | 2011 – 2029 | Various - to be costed | Developer funding | OCC Developers | Core Policy 24  
Core Policy 25 |
<table>
<thead>
<tr>
<th>Location</th>
<th>Start - End</th>
<th>Completion</th>
<th>Funding</th>
<th>Developer</th>
<th>Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carterton</td>
<td>2011 - 2021</td>
<td>To be confirmed</td>
<td>Developer funding</td>
<td>OCC Developers</td>
<td>Core Policy 24 Core Policy 29</td>
</tr>
<tr>
<td>Carterton</td>
<td>2011 – 2021</td>
<td>To be confirmed</td>
<td>Developer funding</td>
<td>OCC Developers</td>
<td>Core Policy 24 Core Policy 29</td>
</tr>
<tr>
<td>Carterton</td>
<td>2011 – 2021</td>
<td>To be confirmed</td>
<td>Developer funding</td>
<td>OCC Developers</td>
<td>Core Policy 24 Core Policy 29</td>
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</table>
## Transport – Parking

<table>
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<th>Item</th>
<th>Location</th>
<th>Timescale</th>
<th>Cost</th>
<th>Funding</th>
<th>Delivery Partners</th>
<th>Relevant policies</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potential provision of additional off-street public car parking spaces</td>
<td>Witney</td>
<td>2011 - 2029</td>
<td>To be confirmed</td>
<td>Developer funding</td>
<td>WODC OCC Developers</td>
<td>Core Policy 24 Core Policy 25 Core Policy 26</td>
<td></td>
</tr>
<tr>
<td>Potential provision of additional off-street public car parking</td>
<td>Chipping Norton</td>
<td>2011 – 2029</td>
<td>To be confirmed</td>
<td>Developer funding</td>
<td>WODC OCC Developers</td>
<td>Core Policy 24 Core Policy 33</td>
<td>Potential to further explore this issue through the Neighbourhood Plan</td>
</tr>
<tr>
<td>Potential additional off-street public car parking and improved coach parking</td>
<td>Burford</td>
<td>2011 – 2029</td>
<td>To be confirmed</td>
<td>Developer funding</td>
<td>WODC OCC Developers</td>
<td>Core Policy 24 Core Policy 35</td>
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<tr>
<td>Potential additional off-street public car parking and improved coach parking</td>
<td>Woodstock</td>
<td>2011 – 2029</td>
<td>To be confirmed</td>
<td>Developer funding</td>
<td>WODC OCC Developers</td>
<td>Core Policy 24 Core Policy 34</td>
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### Water – Water Supply

<table>
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<th>Item</th>
<th>Location</th>
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<th>Cost</th>
<th>Funding</th>
<th>Delivery Partners</th>
<th>Relevant policies</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rising main replacement</td>
<td>Cleveley, Upper Farm</td>
<td>2011 – 2016</td>
<td>Not known</td>
<td>Thames Water Business Plan</td>
<td>Thames Water</td>
<td>Core Policy 5</td>
<td></td>
</tr>
<tr>
<td>Rising main replacement</td>
<td>Bampton Road, Aston</td>
<td>2011 – 2016</td>
<td>Not known</td>
<td>Thames Water Business Plan</td>
<td>Thames Water</td>
<td>Core Policy 5</td>
<td></td>
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</tbody>
</table>

### Water – Waste Water (Disposal and Treatment)

<table>
<thead>
<tr>
<th>Item</th>
<th>Location</th>
<th>Timescale</th>
<th>Cost</th>
<th>Funding</th>
<th>Delivery Partners</th>
<th>Relevant policies</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Upgrade of sewage treatment works at Witney and additional infrastructure to meet water quality objective</td>
<td>Witney</td>
<td>2011 – 2016</td>
<td>Not known</td>
<td>Thames Water Business Plan</td>
<td>Thames Water</td>
<td>Core Policy 22</td>
<td></td>
</tr>
<tr>
<td>Potential upgrade of rising main between Witney and Carterton</td>
<td>Witney - Carterton</td>
<td>2011 – 2021</td>
<td>Not known</td>
<td>Thames Water</td>
<td>Thames Water</td>
<td>Core Policy 5</td>
<td></td>
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<tr>
<td>Item</td>
<td>Location</td>
<td>Timescale</td>
<td>Cost</td>
<td>Funding</td>
<td>Delivery Partners</td>
<td>Relevant policies</td>
<td>Comment</td>
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<tr>
<td>Stanton Harcourt Sewage Treatment Works (STW) - additional infrastructure to be provided to meet water quality objective</td>
<td>Stanton Harcourt</td>
<td>2011 – 2016</td>
<td>Not known</td>
<td>Thames Water Business Plan</td>
<td>Thames Water</td>
<td>Core Policy 22</td>
<td></td>
</tr>
<tr>
<td>Diversion works, Colwell Brook</td>
<td>Witney</td>
<td>2011 - 2016</td>
<td>£30,000</td>
<td>Environment Agency funding granted</td>
<td>WODC Environment Agency</td>
<td>Core Policy 21</td>
<td>Following a bid to the EA funding has now been received by the District Council to enable further works to be carried out</td>
</tr>
<tr>
<td>Item</td>
<td>Location</td>
<td>Timescale</td>
<td>Cost</td>
<td>Funding</td>
<td>Delivery Partners</td>
<td>Relevant policies</td>
<td>Comment</td>
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</tr>
<tr>
<td>Construction of storage area upstream of industrial estate</td>
<td>Crawley</td>
<td>2011 - 2021</td>
<td>£80,000</td>
<td>To be confirmed</td>
<td>WODC</td>
<td>Core Policy 21</td>
<td>The feasibility of this scheme is now being taken forward by the EA.</td>
</tr>
<tr>
<td>Construction of upstream storage areas and reintroduction of water meadow</td>
<td>Shilton</td>
<td>2011 - 2016</td>
<td>£80,000</td>
<td>Environment Agency funding granted</td>
<td>WODC</td>
<td>Core Policy 21</td>
<td>Following a bid to the EA funding has now been received by the District Council to enable further works to be carried out</td>
</tr>
<tr>
<td>Culvert repairs and ditch creation/enlarging</td>
<td>Curbridge</td>
<td>2011 - 2016</td>
<td>£45,000</td>
<td>Environment Agency funding granted</td>
<td>WODC</td>
<td>Core Policy 21</td>
<td>Following a bid to the EA funding has now been received by the District Council to enable further works to be carried out</td>
</tr>
<tr>
<td>Item</td>
<td>Location</td>
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</tr>
<tr>
<td>Upstream storage above Hailey Road</td>
<td>Witney</td>
<td>-</td>
<td>£560,000</td>
<td>Potential long-term developer funding/provision</td>
<td>WODC Environment Agency Developers</td>
<td>Core Policy 5</td>
<td>The Council has been working with the EA in investigating upstream storage above Hailey Road.</td>
</tr>
<tr>
<td>Ditch clearance programme</td>
<td>District wide</td>
<td>2011 - 2029</td>
<td>£15,000 annually</td>
<td>Potential developer funding</td>
<td>WODC Environment Agency Developers</td>
<td>Core Policy 21</td>
<td></td>
</tr>
<tr>
<td>Maintaining critical watercourses in unregistered land</td>
<td>District wide</td>
<td>2011 - 2029</td>
<td>£10,000 annually</td>
<td>Potential developer funding</td>
<td>WODC Environment Agency Developers</td>
<td>Core Policy 21</td>
<td></td>
</tr>
<tr>
<td>Legal and practical investigations and surveys on land drainage and flooding issues</td>
<td>District wide</td>
<td>2011 – 2029</td>
<td>£10,000 annually</td>
<td>Potential developer funding</td>
<td>WODC Environment Agency Developers</td>
<td>Core Policy 21</td>
<td></td>
</tr>
<tr>
<td>Assisting residents with problems involving private piped systems</td>
<td>District wide</td>
<td>2011 - 2029</td>
<td>£10,000 annually</td>
<td>Potential developer funding</td>
<td>WODC Environment Agency Developers</td>
<td>Core Policy 21</td>
<td></td>
</tr>
<tr>
<td>Item</td>
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</tr>
<tr>
<td>Potential reinforcement of gas network to support additional load at West Witney</td>
<td>Witney</td>
<td>2011 – 2021</td>
<td>Not known</td>
<td>SGN Developers</td>
<td>SGN Developers</td>
<td>Core Policy 27</td>
<td></td>
</tr>
<tr>
<td>Potential reinforcement of gas network at Carterton to support additional growth</td>
<td>Carterton</td>
<td>2016 – 2021</td>
<td>Not known</td>
<td>WWU Developers</td>
<td>WWU Developers</td>
<td>Core Policy 29</td>
<td></td>
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<tr>
<td>Energy - Electricity</td>
<td></td>
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</tr>
<tr>
<td>Potential reinforcement to support additional growth</td>
<td>Witney and Carterton</td>
<td></td>
<td>Not known</td>
<td>DNO (Distribution Network Operator) Developers</td>
<td>SSE Power Distribution DNO Developers</td>
<td></td>
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</tr>
<tr>
<td>Energy – biomass processing, decentralised, renewable and low carbon energy (including combined heat and power)</td>
<td></td>
<td></td>
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<tr>
<td>Potential provision as part of major developments</td>
<td>District wide</td>
<td>2011 – 2029</td>
<td>To be confirmed</td>
<td>To potentially be provided as part of major development</td>
<td>Developers WODC</td>
<td>Core Policy 20</td>
<td>Contributions from new development towards local woodfuel initiatives will be sought where appropriate.</td>
</tr>
<tr>
<td>Item</td>
<td>Location</td>
<td>Timescale</td>
<td>Cost</td>
<td>Funding</td>
<td>Delivery Partners</td>
<td>Relevant policies</td>
<td>Comment</td>
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<tr>
<td>Small-scale ‘local’ waste management facilities for re-use, recycling and composting</td>
<td>District-wide</td>
<td>2011 – 2029</td>
<td>To be confirmed</td>
<td>To be confirmed</td>
<td>OCC WODC Waste operators</td>
<td>Core Policy 22</td>
<td></td>
</tr>
<tr>
<td>Improvements to the strategic waste management and reuse infrastructure serving West Oxfordshire</td>
<td>To be confirmed</td>
<td>2011 - 2029</td>
<td>To be confirmed</td>
<td>To be confirmed</td>
<td>OCC WODC Waste Operators</td>
<td>Core Policy 22</td>
<td></td>
</tr>
<tr>
<td>New waste transfer station</td>
<td>To be confirmed</td>
<td>2011 – 2021</td>
<td>To be confirmed</td>
<td>To be confirmed</td>
<td>OCC WODC Waste Operators</td>
<td>Core Policy 22</td>
<td></td>
</tr>
<tr>
<td>Waste collection, re-use and recycling facilities</td>
<td>District wide</td>
<td>2011 - 2029</td>
<td>To be confirmed</td>
<td>To be provided as an integral part of developments</td>
<td>Developers WODC</td>
<td>Core Policy 3 Core Policy 22</td>
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</tbody>
</table>
**Telecommunications – broadband, wireless, mobile and landline**

<table>
<thead>
<tr>
<th>Item</th>
<th>Location</th>
<th>Timescale</th>
<th>Cost</th>
<th>Funding</th>
<th>Delivery Partners</th>
<th>Relevant policies</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provision of high speed broadband</td>
<td>District wide</td>
<td>2011 – 2029</td>
<td>To be confirmed</td>
<td>£3.86m funding from BDUK to be matched by £3.86m from OCC plus a further £6.14m</td>
<td>Central Government OCC BDUK Network operators Developers</td>
<td>Core Policy 5 Core Policy 12</td>
<td>Essential for sustainable economic growth</td>
</tr>
</tbody>
</table>
### SOCIAL INFRASTRUCTURE

#### Housing – Affordable Housing

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<tr>
<th>Item</th>
<th>Location</th>
<th>Timescale</th>
<th>Cost</th>
<th>Funding</th>
<th>Delivery Partners</th>
<th>Relevant policies</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increased provision of affordable housing</td>
<td>District wide</td>
<td>2011 – 2029</td>
<td>Commuted sums for schemes of 1-5 dwellings (net) to be confirmed</td>
<td>To be funded or provided through residential development of one (net) or more dwellings</td>
<td>Developers Registered providers WODC</td>
<td>Core Policy 8</td>
<td>The draft Local Plan aims to secure 35% of the overall level of new housing as affordable.</td>
</tr>
</tbody>
</table>

#### Housing – Supported accommodation

<table>
<thead>
<tr>
<th>Item</th>
<th>Location</th>
<th>Timescale</th>
<th>Cost</th>
<th>Funding</th>
<th>Delivery Partners</th>
<th>Relevant policies</th>
<th>Comment</th>
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<tbody>
<tr>
<td>Increased provision of extra care housing and specialised housing for people with disabilities</td>
<td>District wide</td>
<td>2011 – 2029</td>
<td>Not known</td>
<td>To be funded or provided through residential development</td>
<td>OCC WODC Developers</td>
<td>Core Policy 7</td>
<td>West Oxfordshire has a target of 1013 extra care homes to be provided by 2031</td>
</tr>
</tbody>
</table>

#### Health – Primary healthcare

<table>
<thead>
<tr>
<th>Item</th>
<th>Location</th>
<th>Timescale</th>
<th>Cost</th>
<th>Funding</th>
<th>Delivery Partners</th>
<th>Relevant policies</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Relocation of GP practices</td>
<td>Chipping Norton, Woodstock</td>
<td>2011 – 2016 2011 – 2021</td>
<td>Not known</td>
<td>Not known</td>
<td>PCT GP Practices</td>
<td>Core Policy 5, Core Policy 15</td>
<td>In Chipping Norton the business case to relocate the two practices to the new Community Hospital site received PCT approval in 2011.</td>
</tr>
</tbody>
</table>
## Public Safety – Police

<table>
<thead>
<tr>
<th>Item</th>
<th>Location</th>
<th>Timescale</th>
<th>Cost</th>
<th>Funding</th>
<th>Delivery Partners</th>
<th>Relevant policies</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adaptation of Witney Police Station</td>
<td>Witney</td>
<td>2011 – 2021</td>
<td>£300,000</td>
<td>Thames Valley seeking developer funding</td>
<td>Thames Valley Police Developers WODC</td>
<td>Core Policy 5 Core Policy 25</td>
<td>Needed to accommodate planned growth</td>
</tr>
<tr>
<td>1 unmarked police car (including running costs)</td>
<td>Witney</td>
<td>2011 – 2021</td>
<td>£26,000 (£8.5k capital cost plus 5 years of running costs at £3,500)</td>
<td>Thames Valley seeking developer funding</td>
<td>Thames Valley Police Developers WODC</td>
<td>Core Policy 5 Core Policy 25</td>
<td></td>
</tr>
<tr>
<td>1.5 PCSO (Police Community Support Officer)</td>
<td>Witney</td>
<td>2011 – 2021</td>
<td>£257,182.50 (£6,140 set up cost plus £33,063 x 5 years per PCSO)</td>
<td>Thames Valley seeking developer funding</td>
<td>Thames Valley Police Developers WODC</td>
<td>Core Policy 5 Core Policy 25</td>
<td></td>
</tr>
<tr>
<td>1 APNR camera</td>
<td>Witney</td>
<td>2011 – 2021</td>
<td>£30,000</td>
<td>Thames Valley seeking developer funding</td>
<td>Thames Valley Police Developers WODC</td>
<td>Core Policy 5 Core Policy 25</td>
<td></td>
</tr>
<tr>
<td>2 PCSO</td>
<td>Carterton</td>
<td>2011 – 2021</td>
<td>£342,910 (£6,140 set up cost plus £33,063 x 5 years per PCSO)</td>
<td>Thames Valley seeking developer funding</td>
<td>Thames Valley Police Developers WODC</td>
<td>Core Policy 5 Core Policy 29</td>
<td></td>
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<tr>
<td>Item</td>
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<td>Relevant policies</td>
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<tr>
<td>1 marked police car</td>
<td>Carterton</td>
<td>2011 – 2021</td>
<td>£42,300 (£13,200 set up cost plus 5 years of running cost at £5,820)</td>
<td>Thames Valley seeking developer funding</td>
<td>Thames Valley Police Developers WODC</td>
<td>Core Policy 5 Core Policy 29</td>
<td></td>
</tr>
<tr>
<td>1 marked vehicle to improve police visibility in rural area</td>
<td>Chipping Norton</td>
<td>2011 – 2021</td>
<td>£42,300 (£13,200 set up cost plus 5 years of running cost at £5,820)</td>
<td>Thames Valley seeking developer funding</td>
<td>Thames Valley Police Developers WODC</td>
<td>Core Policy 5 Core Policy 33</td>
<td></td>
</tr>
<tr>
<td>Adaption/extension of Police Station provision to serve impact of new development</td>
<td>Woodstock</td>
<td>2011 – 2021</td>
<td>£62,500</td>
<td>Thames Valley seeking developer funding</td>
<td>Thames Valley Police Developers WODC</td>
<td>Core Policy 5 Core Policy 34</td>
<td></td>
</tr>
<tr>
<td>Adaption/extension of Police Station provision to serve impact of new development</td>
<td>Eynsham</td>
<td>2011 - 2021</td>
<td>£25,000 - £50,000</td>
<td>Thames Valley seeking developer funding</td>
<td>Thames Valley Police Developers WODC</td>
<td>Core Policy 5 Core Policy 34</td>
<td></td>
</tr>
<tr>
<td><strong>Public Safety – Fire and Rescue</strong></td>
<td>Location</td>
<td>Timescale</td>
<td>Cost</td>
<td>Funding</td>
<td>Delivery Partners</td>
<td>Relevant policies</td>
<td>Comment</td>
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<tr>
<td>Possible need for fire station in longer-term. Situation to be kept under review.</td>
<td>Carterton</td>
<td>2021 - 2029</td>
<td>Not known</td>
<td>To be confirmed</td>
<td>Oxfordshire Fire and Rescue Service</td>
<td>Core Policy 5 Core Policy 29</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Public Safety – Armed Forces</strong></th>
<th>Location</th>
<th>Timescale</th>
<th>Cost</th>
<th>Funding</th>
<th>Delivery Partners</th>
<th>Relevant policies</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Redevelopment of older areas of housing to provide service family accommodation</td>
<td>Carterton</td>
<td>2011 - 2021</td>
<td>Not known</td>
<td>Redevelopment of existing sites</td>
<td>DIO WODC Annington Homes</td>
<td>Core Policy 29 Core Policy 32</td>
<td>Redevelopment of REEMA North presents the opportunity for the delivery of market housing on REEMA Central</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Community and Culture – Children’s Centres and Early Intervention Hubs</strong></th>
<th>Location</th>
<th>Timescale</th>
<th>Cost</th>
<th>Funding</th>
<th>Delivery Partners</th>
<th>Relevant policies</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Possible satellite delivery of children centre services in new schools and community centres</td>
<td>District wide</td>
<td>2011 – 2029</td>
<td>To be confirmed</td>
<td>Contributions to be sought from new development</td>
<td>OCC Developers</td>
<td>Core Policy 5</td>
<td>To meet the needs of the expanded population.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Community and Culture – Libraries</strong></th>
<th>Location</th>
<th>Timescale</th>
<th>Cost</th>
<th>Funding</th>
<th>Delivery Partners</th>
<th>Relevant policies</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enhanced library provision</td>
<td>District wide, including at Witney, Chipping Norton and Charlbury</td>
<td>2011 – 2029</td>
<td>To be confirmed</td>
<td>Contributions to be sought from new development</td>
<td>OCC Developers</td>
<td>Core Policy 5</td>
<td></td>
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</tbody>
</table>
### Community and Culture – Community Centres

<table>
<thead>
<tr>
<th>Item</th>
<th>Location</th>
<th>Timescale</th>
<th>Cost</th>
<th>Funding</th>
<th>Delivery Partners</th>
<th>Relevant policies</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provision for new community facilities as part of large-scale development</td>
<td>District wide</td>
<td>2011 – 2029</td>
<td>Average cost for construction of a community hall is around £2,000 m2. Ongoing running costs also need to be taken into account.</td>
<td>Provision or contributions to be sought from new development</td>
<td>WODC OCC Developers Parish/Town Councils Local churches Voluntary sector</td>
<td>Core Policy 5 Core Policy 15</td>
<td></td>
</tr>
</tbody>
</table>

### Community and Culture – Public Art

| Provision of public art in major developments | District wide | 2011 – 2029 | Variable | To be provided as part of major developments | WODC Developers Local communities Local artists and craftspeople | Core Policy 4 Core Policy 5 |

### Community and Culture – Museums

| Contributions towards Museum Resource Centre | District wide | 2011 – 2029 | To be confirmed | Contributions to be sought from new development | OCC Developers | Core Policy 5 |
## Leisure and Sport – Sports centres, swimming pools, outdoor sports facilities

<table>
<thead>
<tr>
<th>Item</th>
<th>Location</th>
<th>Timescale</th>
<th>Cost</th>
<th>Funding</th>
<th>Delivery Partners</th>
<th>Relevant policies</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Additional outdoor playing pitch provision and changing facilities</td>
<td>Witney</td>
<td>2011 – 2021</td>
<td>To be confirmed</td>
<td>To be provided as part of the West Witney Strategic Development Area</td>
<td>WODC Developers</td>
<td>Core Policy 5</td>
<td>Core Policy 27 (for provision and changing facilities)</td>
</tr>
<tr>
<td>Replacement of Windrush Leisure Centre</td>
<td>Witney</td>
<td>2021 - 2029</td>
<td>Estimated cost £22m - £25m</td>
<td>No existing funding available. Financial contributions to be sought from development. Other potential sources of funding to be investigated e.g. lottery funding.</td>
<td>WODC Developers External funding</td>
<td>Core Policy 5</td>
<td>Core Policy 25 (for additional provision at Windrush Leisure Centre)</td>
</tr>
<tr>
<td>Additional outdoor playing pitch provision and changing facilities</td>
<td>Carterton</td>
<td>2011 – 2016</td>
<td>To be confirmed</td>
<td>At least 2 pitches to be provided as part of East Carterton SDA. Contributions to be sought from other development as appropriate</td>
<td>WODC Developers</td>
<td>Core Policy 5</td>
<td>Core Policy 29 (for additional provision at Carterton) Provision for additional provision in the vicinity of the football club to be investigated.</td>
</tr>
<tr>
<td>Item</td>
<td>Location</td>
<td>Timescale</td>
<td>Cost</td>
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<td>Delivery Partners</td>
<td>Relevant policies</td>
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<tr>
<td>Enhanced community use, changing and reception areas at Carterton</td>
<td>Carterton</td>
<td>2011 – 2021</td>
<td>To be confirmed</td>
<td>To be confirmed</td>
<td>WODC Carterton Community College</td>
<td>Core Policy 5 Core Policy 29</td>
<td>The town is currently reviewing the Town Appraisal and working towards a new ‘Neighbourhood Plan’. This will further inform future leisure needs in the town.</td>
</tr>
<tr>
<td>Community College Sports Hall and ATP</td>
<td></td>
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</tr>
<tr>
<td>Phase 2 Carterton Leisure Centre</td>
<td>Carterton</td>
<td>2011 - 2021</td>
<td>Estimated cost £2.75m - £3.5m</td>
<td>Around £500,000 already collected in developer funding. Potential for external funding to be sought</td>
<td>WODC Developers External funding</td>
<td>Core Policy 5 Core Policy 29</td>
<td></td>
</tr>
<tr>
<td>Potential all-weather pitch for football and rugby</td>
<td>Chipping Norton</td>
<td>2011 - 2021</td>
<td>To be confirmed</td>
<td>To be confirmed</td>
<td>WODC Neighbourhood Plan</td>
<td>Core Policy 5 Core Policy 33</td>
<td></td>
</tr>
<tr>
<td>Item</td>
<td>Location</td>
<td>Timescale</td>
<td>Cost</td>
<td>Funding</td>
<td>Delivery Partners</td>
<td>Relevant policies</td>
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<tr>
<td>Potential floodlit multi-sports area</td>
<td>Eynsham</td>
<td>2011 - 2021</td>
<td>To be confirmed</td>
<td>To be confirmed</td>
<td>WODC Parish Council</td>
<td>Core Policy 5</td>
<td>Core Policy 34</td>
</tr>
<tr>
<td>Skateboard facility</td>
<td>Woodstock</td>
<td>2011 - 2021</td>
<td>To be confirmed</td>
<td>To be confirmed</td>
<td>WODC Town Council</td>
<td>Core Policy 5</td>
<td>Core Policy 34</td>
</tr>
<tr>
<td>Enhanced changing facilities for school sports hall</td>
<td>Woodstock</td>
<td>2011 - 2021</td>
<td>To be confirmed</td>
<td>To be confirmed</td>
<td>Marlborough School</td>
<td>Core Policy 5</td>
<td>Core Policy 34</td>
</tr>
<tr>
<td>Potential outdoor floodlit training area and/or ATP</td>
<td>Woodstock</td>
<td>2011 - 2021</td>
<td>To be confirmed</td>
<td>To be confirmed</td>
<td>WODC Town Council</td>
<td>Core Policy 5</td>
<td>Core Policy 34</td>
</tr>
<tr>
<td>Provision of ATP plus potential additional changing facilities</td>
<td>Burford</td>
<td>2011 - 2021</td>
<td>Not known</td>
<td>Burford School currently fund raising</td>
<td>Burford School</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Education and employment – Nursery and pre-school**

| Any new primary provision expected to include provision for 3-year olds | District wide | 2011 – 2029 | Not known | Any new primary provision expected to include provision | OCC Developers | Core Policy 5 |
### Education and employment – Primary

<table>
<thead>
<tr>
<th>Item</th>
<th>Location</th>
<th>Timescale</th>
<th>Cost</th>
<th>Funding</th>
<th>Delivery Partners</th>
<th>Relevant policies</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.5FE Primary school (including foundation stage) with 2FE core facilities to enable future expansion</td>
<td>Witney</td>
<td>2011 - 2016</td>
<td>Approximately £7.39m (at 3Q12 price base)</td>
<td>To be provided as part of the West Witney SDA</td>
<td>OCC Developers</td>
<td>Core Policy 5 Core Policy 27</td>
<td>Cost quoted is for a 1.5FE school; work is underway to price a 1.5FE school with 2FE core facilities</td>
</tr>
<tr>
<td>Improvements and capacity increases to primary school provision</td>
<td>Witney and surrounding areas</td>
<td>2011 - 2029</td>
<td>To be confirmed</td>
<td>Financial contributions to be sought from development at East Witney and other developments as appropriate</td>
<td>OCC Developers Schools</td>
<td>Core Policy 5 Core Policy 25</td>
<td></td>
</tr>
<tr>
<td>1.5FE Primary school (including foundation stage) with 2FE core facilities to enable future expansion</td>
<td>Carterton</td>
<td>2011 - 2016</td>
<td>Approximately £7.39m (at 3Q12 price base)</td>
<td>To be provided as part of the East Witney SDA</td>
<td>OCC Developers</td>
<td>Core Policy 5 Core Policy 31</td>
<td>Cost quoted is for a 1.5FE school; work is underway to price a 1.5FE school with 2FE core facilities</td>
</tr>
<tr>
<td>Improvements and capacity increases to primary school provision</td>
<td>Carterton and surrounding areas</td>
<td>2011 – 2029</td>
<td>To be confirmed</td>
<td>Financial contributions to be sought from new development as appropriate</td>
<td>OCC Developers Schools</td>
<td>Core Policy 5 Core Policy 29</td>
<td></td>
</tr>
<tr>
<td>Item</td>
<td>Location</td>
<td>Timescale</td>
<td>Cost</td>
<td>Funding</td>
<td>Delivery Partners</td>
<td>Relevant policies</td>
<td>Comment</td>
</tr>
<tr>
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</tr>
<tr>
<td>Potential capacity increases at primary schools</td>
<td>District wide</td>
<td>2011 - 2029</td>
<td>To be confirmed</td>
<td>Financial contributions to be sought from new development as appropriate</td>
<td>OCC Developers Schools</td>
<td>Core Policy 5</td>
<td></td>
</tr>
</tbody>
</table>

**Education and employment – Secondary**

<table>
<thead>
<tr>
<th>Item</th>
<th>Location</th>
<th>Timescale</th>
<th>Cost</th>
<th>Funding</th>
<th>Delivery Partners</th>
<th>Relevant policies</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expansion of Woodgreen School and Henry Box School</td>
<td>Witney</td>
<td>2011 – 2029</td>
<td>To be confirmed</td>
<td>Financial contributions to be sought from new development</td>
<td>OCC Developers Schools</td>
<td>Core Policy 5 Core Policy 25</td>
<td></td>
</tr>
<tr>
<td>Possible need for a new secondary education facility</td>
<td>Witney</td>
<td>2011 – 2029</td>
<td>To be confirmed</td>
<td>Land to be made available as part of West Witney SDA</td>
<td>OCC Developers</td>
<td>Core Policy 5 Core Policy 27</td>
<td>Would be needed if growth at Witney were to be significantly higher than that proposed in the draft Local Plan</td>
</tr>
<tr>
<td>Carterton Community College</td>
<td>Carterton</td>
<td>2011 – 2016</td>
<td>To be confirmed</td>
<td>Financial contributions to be sought towards the expansion of capacity which has already taken place.</td>
<td>OCC Developers</td>
<td>Core Policy 5 Core Policy 29</td>
<td></td>
</tr>
<tr>
<td>Project Description</td>
<td>Location</td>
<td>Time Period</td>
<td>Timing</td>
<td>Funding Source</td>
<td>Developer</td>
<td>Core Policy</td>
<td>Notes</td>
</tr>
<tr>
<td>----------------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>Potential expansion of Chipping Norton School</td>
<td>Chipping Norton</td>
<td>Long-term</td>
<td>To be confirmed</td>
<td>Funding would be sought from new residential development</td>
<td>OCC Developers</td>
<td>Core Policy 33</td>
<td>The Chipping Norton Neighbourhood Plan, currently underway, will need to include an assessment of future secondary education requirements</td>
</tr>
<tr>
<td>Extensions to Marlborough and Bartholomew Schools</td>
<td>Eynsham and Woodstock</td>
<td>2011 - 2029</td>
<td>To be confirmed</td>
<td>Funding to be sought from new residential development</td>
<td>OCC Developers</td>
<td>Core Policy 34</td>
<td></td>
</tr>
<tr>
<td><strong>Education and employment – Special schools</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Potential specialist provision for children with special educational needs</td>
<td>District wide</td>
<td>2011 – 2029</td>
<td>To be confirmed</td>
<td>Financial contributions to be sought from relevant housing development for overall provision of suitable accommodation</td>
<td>OCC Developers</td>
<td>Core Policy 5</td>
<td></td>
</tr>
<tr>
<td><strong>Education and employment – Further and higher education</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Abingdon and Witney College - upgrading of Witney Campus accommodation</td>
<td>Witney</td>
<td>2021 – 2029</td>
<td>To be confirmed</td>
<td>To be confirmed</td>
<td>Abingdon and Witney College</td>
<td>Core Policy 25</td>
<td></td>
</tr>
</tbody>
</table>
### Education and employment – Adult learning

<table>
<thead>
<tr>
<th>Description</th>
<th>Location</th>
<th>Year</th>
<th>Status</th>
<th>Potential developer provision</th>
<th>Responsible Body</th>
<th>Core Policy(s)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>New adult learning centre. This could be suitable space within a community building.</td>
<td>Witney</td>
<td>2011 - 2021</td>
<td>To be confirmed</td>
<td>Potential developer provision through new community building</td>
<td>OCC Developers</td>
<td>Core Policy 5</td>
<td>To be confirmed. Any new centre would need to be accessible to the whole community of Witney and the surrounding area.</td>
</tr>
</tbody>
</table>

### Social Care – Day Care Services

<table>
<thead>
<tr>
<th>Description</th>
<th>Location</th>
<th>Year</th>
<th>Status</th>
<th>Potential developer provision at East and West Witney</th>
<th>Responsible Body</th>
<th>Core Policy(s)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Space within community facilities on strategic sites for delivery of Tier 2 services</td>
<td>Witney</td>
<td>2011 - 2021</td>
<td>To be confirmed</td>
<td>Potential developer provision at East and West Witney</td>
<td>OCC Developers</td>
<td>Core Policy 5, Core Policy 25, Core Policy 27, Core Policy 28</td>
<td>If community buildings are not provided, the County council would seek contributions to expanding the existing Resource Centre</td>
</tr>
</tbody>
</table>
**GREEN INFRASTRUCTURE**

### National/Regional – Area of Outstanding Natural Beauty

<table>
<thead>
<tr>
<th>Item</th>
<th>Location</th>
<th>Timescale</th>
<th>Cost</th>
<th>Funding</th>
<th>Delivery Partners</th>
<th>Relevant policies</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Measures to conserve and enhance the Cotswolds Area of Outstanding Natural Beauty (AONB)</td>
<td>Cotswolds AONB</td>
<td>2011 – 2029</td>
<td>The cost and extent of the projects will vary depending on the location and aims of each project</td>
<td>Potential contributions to be sought from development</td>
<td>Cotswolds Conservation Board, WODC, OCC, Developers, Landowners</td>
<td>Core Policies 4, 17, 18 and 19</td>
<td>The Cotswolds Management Plan and the Cotswolds Conservation Board’s Business Plan Work Programme guide activity in the AONB. The Cotswolds Volunteers make a valuable contribution.</td>
</tr>
</tbody>
</table>

### National/Regional – National Nature Reserves

<table>
<thead>
<tr>
<th>Item</th>
<th>Location</th>
<th>Timescale</th>
<th>Cost</th>
<th>Funding</th>
<th>Delivery Partners</th>
<th>Relevant policies</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potential enhancement including improved site management and expansion of setting/buffer plus potential improvements to public access where appropriate</td>
<td>Wychwood NNR and Chimney Meadows NNR</td>
<td>2011 – 2029</td>
<td>To be confirmed</td>
<td>Potential contributions to be sought from development</td>
<td>Wildlife Trust Natural England, WODC, Developers, Landowners</td>
<td>Core Policies 4, 17 and 18</td>
<td></td>
</tr>
<tr>
<td>National/Regional – Ancient Woodland</td>
<td></td>
<td></td>
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<tr>
<td>-------------------------------------</td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Measures to protect and enhance ancient woodland as part of the District’s network of green infrastructure</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>District wide</td>
<td>2011 - 2029</td>
<td>To be confirmed</td>
<td>Developer contributions will be sought towards protecting and enhancing the District’s green infrastructure network and historic environment</td>
<td>Forestry Commission Developers Landowners</td>
<td>Core Policies 4, 17 and 23</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>National/Regional – Historic parks and gardens</th>
</tr>
</thead>
<tbody>
<tr>
<td>Measures to protect and enhance historic parks and gardens as part of the District’s network of green infrastructure</td>
</tr>
<tr>
<td>District wide</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sub-Regional/Local – The Wychwood Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project activities in the Wychwood Forest Area to support the aims of the Wychwood</td>
</tr>
<tr>
<td>Wychwood Project Area</td>
</tr>
</tbody>
</table>
The Forest Project includes improvements to the infrastructure network. Other funding for the project will be derived from charitable donations and local fundraising.

### Sub-Regional/Local – Lower Windrush Valley Project

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Location</th>
<th>Duration</th>
<th>Cost and Extent</th>
<th>Contributions</th>
<th>Stakeholders</th>
<th>Core Policies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Various projects to improve accessibility, recreation opportunities, tourism, landscape and nature conservation within the Lower Windrush Valley Project area</td>
<td>Lower Windrush Valley</td>
<td>2011 - 2029</td>
<td>The cost and extent of these projects will vary depending on the location and aims of each project</td>
<td>Contributions from new development towards the project will be sought where appropriate.</td>
<td>LWVP, WODC, OCC, Mineral operators, Developers, Landowners</td>
<td>Core Policies 4, 14, 17, 18 and 19</td>
</tr>
</tbody>
</table>

The Lower Windrush Valley Project (LWVP) employs one project officer who works with key partners to co-ordinate, deliver and help manage a range of initiatives.

### Sub-Regional/Local – Windrush in Witney Project

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Location</th>
<th>Duration</th>
<th>Cost and Extent</th>
<th>Contributions</th>
<th>Stakeholders</th>
<th>Core Policies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Various capital projects plus consolidation of on-going management and maintenance arrangements</td>
<td>Witney</td>
<td>2011 – 2029</td>
<td>The cost and extent of these projects will vary depending on the location and aims of each project</td>
<td>Contributions from new development towards the project will be sought where appropriate.</td>
<td>WODC, Developers, Landowners</td>
<td>Core Policies 4, 17, 18 and 19</td>
</tr>
</tbody>
</table>

A management strategy for the area covered by the Windrush in Witney Project was agreed by the Council in April 2005, with a more detailed Management Plan.
### Sub-Regional/Local – Conservation Target Areas

<table>
<thead>
<tr>
<th>Description</th>
<th>Scope</th>
<th>Timeframe</th>
<th>Contributions</th>
<th>Responsible Parties</th>
<th>Core Policies</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Biodiversity restoration through maintenance, restoration and creation of BAP priority habitats</td>
<td>District wide</td>
<td>2011 - 2029</td>
<td>The cost and extent of these projects will vary depending on the location and aims of each project</td>
<td>WODC OCC ONCF TVERC Landowners</td>
<td>Core Policies 4, 17, 18 and 19</td>
<td>A statement has been produced for each CTA, identifying the features of biodiversity importance and targets for maintenance, restoration and creation of habitats</td>
</tr>
<tr>
<td>Sub-Regional/Local – Local Wildlife Sites</td>
<td>District wide</td>
<td>2011 - 2029</td>
<td>To be confirmed</td>
<td>WODC OCC ONCF TVERC Landowners</td>
<td>Core Policies 4, 17, 18 and 19</td>
<td>Core Policies 4, 17, 18 and 19</td>
</tr>
<tr>
<td>Potential enhancements and improved connectivity</td>
<td>District wide</td>
<td>2011 - 2029</td>
<td>To be confirmed</td>
<td>WODC OCC ONCF TVERC Landowners</td>
<td>Core Policies 4, 17, 18 and 19</td>
<td>Core Policies 4, 17, 18 and 19</td>
</tr>
<tr>
<td>Sub-Regional/Local – Green Corridors including river corridors</td>
<td>District wide</td>
<td>2011 - 2029</td>
<td>To be confirmed</td>
<td>WODC OCC ONCF TVERC Landowners</td>
<td>Core Policies 4, 17, 18 and 19</td>
<td>Core Policies 4, 17, 18 and 19</td>
</tr>
<tr>
<td>Improve opportunities for connectivity between habitats</td>
<td>District wide</td>
<td>2011 - 2029</td>
<td>To be confirmed</td>
<td>WODC OCC ONCF TVERC Landowners</td>
<td>Core Policies 4, 17, 18 and 19</td>
<td>Core Policies 4, 17, 18 and 19</td>
</tr>
</tbody>
</table>
and built development to encourage sustainable transport, greater recreation usage of green corridors and to facilitate species migration in response to changing climatic conditions

towards Green Corridors as part of the District’s overall network of Green Infrastructure

<table>
<thead>
<tr>
<th>Sub-Regional/Local – Other greenspace (formal)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Children’s play areas</td>
</tr>
<tr>
<td>District wide</td>
</tr>
<tr>
<td>2011 – 2029</td>
</tr>
<tr>
<td>To be confirmed</td>
</tr>
<tr>
<td>Provision or funding towards provision through new development</td>
</tr>
<tr>
<td>WODC Parish/Town Councils Developers</td>
</tr>
<tr>
<td>Core Policy 19</td>
</tr>
<tr>
<td>Extension of country park</td>
</tr>
<tr>
<td>Carterton</td>
</tr>
<tr>
<td>2011 - 2016</td>
</tr>
<tr>
<td>To be confirmed</td>
</tr>
<tr>
<td>The proposed East Carterton SDA will provide for an extension to the Kilkenny Country Park. Other enhancements and potential extensions will be sought as appropriate</td>
</tr>
<tr>
<td>WODC Town Council Developers</td>
</tr>
<tr>
<td>Core Policies 19 and 31</td>
</tr>
<tr>
<td>Provision of additional allotments</td>
</tr>
<tr>
<td>-----------------------------------</td>
</tr>
<tr>
<td>New and/or enhanced cemetery provision</td>
</tr>
<tr>
<td>Sub-Regional/Local – Other greenspace (informal)</td>
</tr>
<tr>
<td>------------------------------------------------</td>
</tr>
<tr>
<td>Informal open space – provision of and improvements to including accessible natural greenspace</td>
</tr>
</tbody>
</table>