West Oxfordshire Local Plan 2031 – Schedule of Proposed Main Modifications

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Introduction

1.1 This document sets out a series of proposed ‘main modifications’ to the draft West Oxfordshire Local Plan 2031 as submitted to the Planning Inspectorate in July 2015.

1.2 It supersedes two earlier schedules of proposed changes produced by the Council in July 2015 and December 2015\(^1\). Those earlier schedules should therefore no longer be referred to.

1.3 The suggested changes set out in this schedule are proposed ‘main modifications’ because they stray beyond very minor changes (e.g. typographical and factual corrections) and relate to issues of substance that potentially affect the soundness of the plan and how policies and supporting text are applied or interpreted.

1.4 A separate schedule of proposed minor additional modifications has been made available separately.

1.5 Both schedules are subject to public consultation from 11 November 2016 until 23 December 2016. We are primarily seeking comments on the proposed main modifications as these are more significant in nature, however comments will also be accepted on the proposed minor additional modifications. In making any comments please quote the reference number of the proposed modification you are commenting on.

1.6 For ease of reference the proposed main modifications are set out in this schedule in sequential plan order.

1.7 A separate ‘tracked changes’ version of the plan has also been made available as part of the consultation for ease of reference. The tracked changes include a combination of both proposed main modifications and minor, additional modifications.

*Please note: due to formatting restrictions, the reference numbers of any footnotes that appear in this schedule and the tracked change version of the plan may differ.*

\(^1\) SD1 – Schedule of Proposed Minor Modifications (July 2015) and WOLP38 – Post-submission Schedule of Further Minor Modifications (December 2015).
## Schedule of Proposed Main Modifications

### Section 1 – Introduction

<table>
<thead>
<tr>
<th>Modification Number</th>
<th>Paragraph/Policy</th>
<th>Proposed modification</th>
<th>Reason</th>
</tr>
</thead>
</table>
| MAIN1               | Paragraphs 1.6 – 1.8 | Amend text as follows:  
1.6 In this regard Local Plans help to provide certainty for local communities, service providers and those looking to invest or move into an area. Local Plans also provide an overarching framework for Neighbourhood Plans which can be prepared by local communities to guide development at the local level. Once made (adopted) neighbourhood plans form part of the statutory planning framework alongside Local Plans. This Local Plan also provides a context for the preparation of a future Area Action Plan (AAP) at Eynsham to address Oxford City’s unmet housing needs.  
1.7 This Local Plan covers the 20-year period 1st April 2011 – 31st March 2031. It will however be reviewed on a regular basis to ensure it remains relevant and appropriate typically every 5 years or so. In particular an early, focused review of the plan is likely to be needed to take account of unmet housing need arising from Oxford City.  
1.8 Partnership working through the Oxfordshire Growth Board is currently underway to determine the extent of this unmet need and how it should be addressed across the County. If through this process, an element of additional housing is apportioned to West Oxfordshire District, there will be a need to undertake an early, focused review of this Local Plan. | To clarify the role of Neighbourhood Plans and the relationship with the Local Plan. Also to explain that an ‘Area Action Plan’ will be prepared for Eynsham in order to address Oxford City'. Also to reflect the fact that an early review of the plan is no longer proposed and that the Oxfordshire Growth Board process has determined that West Oxfordshire will accommodate a proportion of unmet housing need from Oxford City which has been incorporated into the proposed main modifications rather than deferred to a plan review. |
As outlined above, there is likely to be a need to undertake an early review of this Local Plan in order to address the issue of unmet housing need arising from Oxford City. In addition to this Local Plan the Council will prepare an Area Action Plan (AAP) for Eynsham to address the issue of unmet housing need arising from Oxford City.

To reflect the fact that an early review of the plan is no longer proposed and that an Area Action Plan (AAP) will be prepared in relation to Eynsham as part of the Local Development Framework.

Amend and insert additional text as follows:

Supporting: Currently supporting the three main towns are six rural service centres including Bampton (population 2,500) Burford (1,300) Charlbury (3,000) Eynsham (5,000) Long Hanborough (2,400) and Woodstock (3,000). These service centres generally offer a good range of services and facilities. Long Hanborough and Charlbury benefit from railway stations serving the Cotswold rail line.

A new rural service centre is proposed to be created through this Local Plan in the form of a new Garden Village on land to the north of the A40 near Eynsham and close to Hanborough Station on the Cotswold line. This will replace Long Hanborough as a rural service centre, could exceed a population of 4000 by 2031 and will need to develop a critical mass of services and facilities.

The proposed new garden village north of the A40 near Eynsham is to be designated as a new rural service centre.

In turn, Long Hanborough (which was identified as a rural service centre in the submission draft Local Plan) will now be reclassified as a ‘village’.

---

2 2011 Census
| MAIN4 | Paragraph 2.9 | Insert additional text as follows: 
2.9 In terms of housing, West Oxfordshire falls within the Oxfordshire Housing Market Area (HMA) which is largely contiguous with the County boundary. **Importantly, this Local Plan seeks not only to meet the identified housing needs of West Oxfordshire District but also to make additional provision to accommodate a proportion of ‘unmet’ housing need that Oxford City are unable to provide for within their own administrative boundary.** | To explain clearly that the Local Plan now addresses unmet housing need from Oxford City and does not defer consideration of this to an early plan review as originally proposed. |
| --- | --- | --- | --- |
| MAIN5 | Paragraph 2.43 | Amend and insert text as follows: 
2.43 Importantly, throughout much of the District primary schools are either already under pressure or are forecast to fill as pupil numbers increase. There is more flexibility at secondary level although the proposed level of growth at Witney is likely to necessitate the provision of a new secondary facility within the town with various potential options currently being explored. There will also need to be an expansion of secondary capacity in the Eynsham area to support the proposed Garden Village and other growth in the area. | To clarify that the level of growth proposed for Witney through the proposed main modifications will result in the need for a new secondary education facility. Also to highlight the need to increase secondary school capacity at Eynsham as a result of the level of growth proposed through the suggested main modifications. |
| MAIN6 | Paragraph 2.50 – **Strengths, Weaknesses, Opportunities and Challenges** Table | Amend and insert additional text under ‘Weaknesses’ as follows: 
- Out-commuting and reliance on the private car and rural road network  
- Severe traffic congestion in Witney and on Oxford approach roads, particularly A40 east of Witney  
- Air quality problems within Witney and Chipping Norton  
- Limited public transport, particularly in more rural areas  
- Districts three main towns are not directly served by rail  
- Lack of direct access from the primary road network to Carterton  
- Imbalance between jobs and homes in Carterton with a consequent high Factual update and clarification and also to highlight the lack of direct road access and imbalance of jobs and homes at Carterton. |  |
### Level of Commuting

- Limited opportunities for safe travel by foot or cycle outside main towns *such as where routes are adjacent to roads*
- Disturbance from activity at RAF Brize Norton
- House prices higher than the national average and very high in some areas
- A predominance of larger properties exacerbates problems of housing affordability
- Some rural areas have poor access to services and facilities plus trend for loss/closure of rural services
- Limited access to high speed broadband
- Small pockets of rural poverty with lower wages for workers in West Oxon compared to those travelling to work elsewhere
- Generally limited or no spare capacity in existing primary schools
- Many areas and communities affected by flooding, particular in the south of the District
- Only just above average rates of educational attainment
- Very few large multi-national companies
- Some older employment areas in need of investment/redevelopment

### Main 7

Paragraph 2.50 – *Strengths, Weaknesses, Opportunities and Challenges Table*

Insert additional text under 'Opportunities' as follows:

- Address traffic congestion on the A40 between Witney and Oxford
- Raising design standards across the District
- New development to help secure increased affordable housing provision as well as new and improved supporting infrastructure, including green...
<table>
<thead>
<tr>
<th>Infrastructure</th>
<th>Eynsham. Also to highlight the opportunities presented by the historic environment.</th>
</tr>
</thead>
<tbody>
<tr>
<td>To attract additional inward investment and achieve a more self-contained local economy</td>
<td></td>
</tr>
<tr>
<td>Further investment at RAF Brize Norton</td>
<td></td>
</tr>
<tr>
<td>Regenerating areas of MOD housing in Carterton</td>
<td></td>
</tr>
<tr>
<td>Capitalising on and contributing to the Oxfordshire high tech and knowledge economy including the provision of a new 'science park' north of the A40 near Eynsham</td>
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<tr>
<td>Improvements in internet and mobile phone technology</td>
<td></td>
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<tr>
<td>New sustainable construction methods and renewable energy schemes</td>
<td></td>
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<tr>
<td>Investment in town centres</td>
<td></td>
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<tr>
<td>Biodiversity Conservation Target Areas</td>
<td></td>
</tr>
<tr>
<td>Biomass and woodland management</td>
<td></td>
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<tr>
<td>Sustainable drainage schemes to reduce flood risk</td>
<td></td>
</tr>
<tr>
<td>Further enhance and expand habitats and networks</td>
<td></td>
</tr>
<tr>
<td>Provision of new green infrastructure through after-use of mineral working</td>
<td></td>
</tr>
<tr>
<td>Improvements in public transport, walking and cycling facilities to help reduce the use of the private car</td>
<td></td>
</tr>
<tr>
<td>Provision of primary road connection between Carterton/RAF Brize Norton and the A40</td>
<td></td>
</tr>
<tr>
<td>Provision of major road infrastructure improvements to facilitate future growth</td>
<td></td>
</tr>
<tr>
<td>Improvements in public transport, walking and cycling facilities to help</td>
<td></td>
</tr>
</tbody>
</table>
- reduce the use of the private car
  - Further develop the District’s tourism offer
  - Further develop the role of the Thames for leisure and recreation
  - To further increase levels of home working to reduce the need to travel
  - To increase opportunities for those wishing to self-build their own home
  - Increased access to, understanding and enhancement of the historic environment

Note: The bullet point relating to improvements to public transport, walking and cycling has been re-ordered and is not new text.

<table>
<thead>
<tr>
<th>MAIN8</th>
<th>Paragraph 2.50 – Strengths, Weaknesses, Opportunities and Challenges Table</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amend and insert additional text under ‘Challenges’ as follows:</td>
<td></td>
</tr>
<tr>
<td>• Housing affordability</td>
<td></td>
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<tr>
<td>• The delivery of historically high, for West Oxfordshire, housing targets given the local track record of the development industry</td>
<td></td>
</tr>
<tr>
<td>• A relatively ‘tight’ labour market (i.e. employers must compete for employees)</td>
<td></td>
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<tr>
<td>• An ageing population</td>
<td></td>
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<tr>
<td>• Meeting the needs of local communities with access to services and facilities whilst maintaining West Oxfordshire’s high environmental quality</td>
<td></td>
</tr>
<tr>
<td>• Provision of a mix of different housing types to meet the needs of different groups including young people, families, older people and those wishing to self-build</td>
<td></td>
</tr>
<tr>
<td>• Reduction in our higher than average carbon footprint</td>
<td></td>
</tr>
<tr>
<td>• Reducing dependence upon travel by private car including long distance</td>
<td></td>
</tr>
</tbody>
</table>

To highlight the challenge presented by the proposed increase in the housing requirement compared to past rates of delivery in the District.

To highlight the challenge presented by the inclusion of additional levels of housing provision to take account of Oxford City’s unmet housing need.

Improved clarification of wording in relation to long distance travel.

Also to highlight the importance of designated heritage assets classed as ‘at risk’.
- Travel to nearby main urban centres and including London
- Pressures from economic growth centres close to West Oxfordshire including the Oxfordshire ‘knowledge spine’
- **Helping meet Oxford City’s unmet housing needs**
- Climate change – extreme weather events
- Flood risk
- Water scarcity
- Use of Greenfield land to meet development needs
- Satisfactorily accommodating and benefitting from the expansion of RAF Brize Norton
- Modernisation of older employment stock
- Supporting the agricultural sector and diversification of the rural economy
- Mitigating the impacts of sand and gravel extraction
- Roll out of superfast broadband in rural areas
- Increasing physical activity
- Improving rates of educational achievement
- **Managing the impact of continued sand and gravel working**
- A number of designated heritage assets considered to be at risk
## Section 3 – West Oxfordshire in 2031 – Our Vision

<table>
<thead>
<tr>
<th>Modification Number</th>
<th>Paragraph/Policy</th>
<th>Proposed modification</th>
<th>Reason</th>
</tr>
</thead>
</table>
| MAIN9               | Paragraph 3.2 – 'Our Vision' | Insert additional text as follows:  

**Our Vision**  
Our vision for the future....  
....is to meet the needs of West Oxfordshire’s communities, **and play a role in helping to meet wider needs**, without significant change to the intrinsic character of the District. We want this area to continue to be one of the best places in which to live, work, play and visit.  

There will be a network of safe, inclusive, vibrant, well-connected and prosperous market towns and villages within a healthy, attractive, **historically** and biodiversity rich environment where new development achieves a high standard of design and respects and complements the distinctive character of the area whilst managing the impacts of climate change.  

Improved opportunities for walking, cycling and the use of public transport will have helped to reduce reliance on the private car and traffic congestion on key routes including the A40 will have been addressed as far as reasonable, thereby helping to improve journey times and air quality.  

The District's economy will have grown and diversified, adding value and capitalising on the proximity to the Oxfordshire ‘knowledge spine’ and the presence of RAF Brize Norton. An improved balance of housing and jobs and increased levels of home working, facilitated by improved broadband provision, will have helped to reduce out-commuting and increase the self-containment of our communities.  

| To strengthen the vision, highlight the importance of the historic environment and the landscape setting of Witney, to provide improved clarification and to recognise the role to be played by the Local Plan in meeting wider needs.  

Also to include reference to the proposed new Garden Village and to highlight the importance of avoiding harm to the character, appearance and setting of the District’s larger towns and villages.  |
The housing needs of current and future residents will have been met through the provision of a range of high quality housing developments in accessible, sustainable locations including affordable housing. The provision of a broad range of house types will have met the needs of a range of different age groups including families and those wishing to self-build. A better balance of house types will have helped to rebalance the current predominance of larger properties and improve affordability.

Rates of educational attainment will have improved and rates of physical activity will have increased through improved leisure and recreation provision, leading to a reduction in rates of obesity.

All new development will have been supported by appropriate investment in new and enhanced infrastructure, delivered in a timely fashion.

Witney will provide an enhanced range of services and facilities with improved transport infrastructure, whilst maintaining its character and vibrancy as a market town and protecting its landscape setting. The town will offer a choice of well-designed housing which meets lifetime needs and benefits from a network of green spaces linking with the surrounding countryside. There will be a diverse range of local employment opportunities to foster sustainable economic growth, innovation and enterprise and reduce the necessity for commuting to nearby towns and cities. The town centre will be vibrant, attractive, convenient and safe for all users with a wide range of retail and leisure activities on offer and will be well served by parking facilities, frequent bus services and opportunities for walking and cycling.

Carterton will strengthen its role as a service centre meeting the daily needs of its residents and work force, including personnel at the country's premier military transport airbase, RAF Brize Norton. A choice of well-designed housing which meets lifetime needs will be provided and benefit from a network of green spaces.
linking with the surrounding countryside and continuing to provide a green buffer between Carterton and nearby villages. Much of the older MOD housing will be replaced with new urban development which will complement Carterton's enhanced role. The range of services and facilities in the town centre will expand and improve, alongside further improvements in the quality of the built environment and connectivity with the rest of the town. The provision of additional local employment opportunities and improved access by road to the A40 will promote greater levels of inward investment and enterprise.

Chipping Norton will strengthen its role as a centre of enterprise in the northern part of the District. It will continue to be an economically and socially strong market town serving the needs of a large rural area. Its distinctive historic character and fine setting will be conserved and enhanced at the same time as accommodating new development to meet identified needs.

A new 'Garden Village' will be created to the north of the A40 near Eynsham comprising an exemplar development of the highest environmental and design standards based around a mix of compatible uses including housing, employment, transport, new schools and other community and leisure uses. The new village will be self-contained seeking to complement and enhance the current role of nearby Eynsham.

Elsewhere, the distinctive qualities of the District's other towns and villages will be protected and, where possible, enhanced. The larger towns and villages will accommodate growth of an appropriate scale and type to help ensure their future prosperity and that of the rural areas around them without compromising their intrinsic character, appearance and setting. New affordable housing for local families and development specifically to meet the needs of older people will be delivered to help maintain the vibrancy of rural communities.
| MAIN10 | Paragraph 3.4 | Insert additional text as follows:  
3.4 West Oxfordshire is a predominantly rural district with its population dispersed to a number of market towns, villages and hamlets varying in size. It is vital that the District’s distinctive rural characteristics are maintained while meeting the needs of local communities. To achieve this it is important to recognise the need for, and benefits of, new development but to ensure that what comes forward is of an appropriate scale and type, commensurate with the capacity, role and function of the settlement where it is proposed. | To emphasise the importance of a settlement’s capacity to absorb additional growth. |

| MAIN11 | Core Objectives 1, 5, 7 and 8 | Amend text as follows:  
**CO1** - Provide-Enable new development, services and facilities of an appropriate scale and type in locations which will help improve the quality of life of local communities and where the need to travel, particularly by car, can be minimised.  
**CO5** - Ensure Plan for the timely delivery of new housing to meet forecast needs and support sustainable economic growth.  
**CO7** - To deliver-support sustainable economic growth which adds value to the local economy, improves the balance between housing and local jobs, provides a diversity of local employment opportunities, capitalises on economic growth in adjoining areas, improves local skills and work readiness, removes potential barriers to investment and provides flexibility to adapt to changing economic needs.  
**CO8** - To achieve-enable a prosperous and sustainable tourism economy. | To recognise more clearly the role of the District Council and the Local Plan in supporting, enabling and planning for growth and prosperity rather than delivering it. |

| MAIN12 | Core Objectives 12, 13, 15 and 16 | Amend text as follows:  
**CO12** - Maintain-Look to maintain or improve where possible the health and wellbeing of the District’s residents through increased | To recognise more clearly the role of the District Council and the Local Plan. |
choice and quality of shopping, leisure, recreation, arts, cultural and community facilities.

CO13 - **Improve Plan for enhanced** access to services and facilities without unacceptably impacting upon the character and resources of West Oxfordshire.

CO15 - **Reduce Contribute to reducing** the causes and adverse impacts of climate change, especially flood risk.

CO16 - **Enable Achieve** improvements in water and air quality.

<table>
<thead>
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</thead>
</table>
| MAIN13              | Figure 4.1 - West Oxfordshire Sub-Areas and Key Diagram | Figure 4.1 – West Oxfordshire Sub-Areas and Key Diagram amended as follows:  
- Enstone Airfield symbol added  
- Long Hanborough no longer shown as a rural service centre  
- West Oxfordshire Garden Village shown as a new rural service centre  
- New highway infrastructure identified to the west of Eynsham, north of Eynsham and to the east of Chipping Norton  
- Strategic development area symbol removed at Carterton  
- New strategic development area symbol added at Eynsham | Enstone Airfield added for clarity and completeness. Remaining changes made to reflect the proposed main modifications regarding planned growth at Witney, Carterton, Eynsham and the West Oxfordshire Garden Village. |
| MAIN14 | Table 4.1 – Settlement Hierarchy | Amend text as follows: **Table 4.1 – Settlement Hierarchy**  
| Main Service Centres | Witney | Carterton | Chipping Norton | The amendment to the rural service centres reflects the proposed designation of the West Oxfordshire Garden Village as a new rural service centre and the associated re-classification of Long Hanborough as a village. |
**Rural Service Centres**

<table>
<thead>
<tr>
<th>Location</th>
<th>Community</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bampton</td>
<td>Burford</td>
<td>Charlbury</td>
</tr>
<tr>
<td>Eynsham</td>
<td>West Oxfordshire Garden Village Long Hanborough</td>
<td>Woodstock</td>
</tr>
</tbody>
</table>

**Villages**

<table>
<thead>
<tr>
<th>Location</th>
<th>Community</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alvescot</td>
<td>Aston</td>
<td>Bladon</td>
</tr>
<tr>
<td>Brize Norton</td>
<td>Cassington</td>
<td>Chadlington</td>
</tr>
<tr>
<td>Churchill</td>
<td>Clanfield</td>
<td>Combe</td>
</tr>
<tr>
<td>Curbridge</td>
<td>Ducklington</td>
<td>Enstone</td>
</tr>
<tr>
<td>Filkins &amp; Broughton Poggs</td>
<td>Finstock</td>
<td>Freeland</td>
</tr>
<tr>
<td>Fulbrook</td>
<td>Great Rollright</td>
<td>Hailey</td>
</tr>
<tr>
<td>Kingham</td>
<td>Langford</td>
<td>Leafield</td>
</tr>
<tr>
<td>Middle Barton</td>
<td>Milton-u-Wychwood</td>
<td>Minster Lovell (South of Burford Road)</td>
</tr>
<tr>
<td>North Leigh</td>
<td>Over Norton</td>
<td>Shipton-u-Wychwood</td>
</tr>
<tr>
<td>Standlake</td>
<td>Stanton Harcourt</td>
<td>Stonesfield</td>
</tr>
<tr>
<td>Tackley</td>
<td>Wootton</td>
<td>Long Hanborough</td>
</tr>
</tbody>
</table>

In relation to the villages, the change proposed to Minster Lovell is to reflect the fact that the designated village area is south of the Burford Road (as per the adopted Local Plan).

The addition of Ascott under Wychwood as a designated village is also to ensure consistency with the adopted Local Plan.

The addition of Long Hanborough under the villages reflects the fact it is no longer proposed to be classed as a rural service centre.
## Ascott under Wychwood

### Small Villages, Hamlets and Open Countryside

All other villages and settlements not listed above plus open countryside.

### Paragraphs 4.15 – 4.19

Amend and insert additional text as follows:

<table>
<thead>
<tr>
<th>Main15</th>
<th>Paragraphs 4.15 – 4.19</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.15</td>
<td>Taking account of previous consultation responses and the results of several SA reports, the overall strategy of this Local Plan is to steer most a significant proportion of future development into the Witney, Carterton and Chipping Norton Sub-Areas, with a particular focus on the three main service centres of Witney, Carterton and Chipping Norton.</td>
</tr>
<tr>
<td>4.16</td>
<td>These towns currently offer the widest range of services and facilities, have suitable and deliverable development sites available, are accessible by a choice of transport modes (other than rail) and offer a good range of job opportunities. <strong>A number of Strategic Development Areas (SDA) and smaller ‘non-strategic’ allocations</strong> are therefore proposed at Witney, Carterton and Chipping Norton (see Section 9 – Strategy at the Local Level).</td>
</tr>
<tr>
<td>4.17</td>
<td>Not all growth can or indeed should go to Witney, Carterton and Chipping Norton however and there is a need for development elsewhere. <strong>to help meet the unmet housing needs of Oxford City</strong>, to spread the potential benefits of growth and <strong>to help sustain the more rural parts of the District.</strong></td>
</tr>
<tr>
<td>4.18</td>
<td>Outside of the three main towns of Witney, Carterton and Chipping Norton, the focus of development will be the six rural service centres of Bampton, Burford, Charlbury, Eynsham, Long Hanborough and Woodstock. These contain a good range of services and facilities and are considered to be suitable for...</td>
</tr>
</tbody>
</table>

To reflect the fact that the Eynsham sub-area is now proposed to accommodate more growth than originally envisaged in the submission draft Local Plan as a result of accommodating additional housing at Eynsham to meet Oxford City’s unmet needs.

To also reflect the fact that the proposed plan changes include a number of smaller site allocations to meet identified housing needs.

The suggested text also seeks to clarify the role expected to be played by other rural service centres and villages in meeting identified housing needs including the provision of a number of new site allocations.
accommodating development of an appropriate scale and type that would help to reinforce their existing service centre roles and meet their development needs and those of their immediate hinterlands. Eynsham has a particularly important role to play with a strategic urban extension proposed to the west of the village which will help to meet both West Oxfordshire’s own identified housing needs and those of neighbouring Oxford City. It is anticipated that this development will be served by a new road link from the A40 to the south of Eynsham.

4.18a To the north of Eynsham on the other side of the A40, a new rural service centre will be created in the form of a new village based on ‘garden village’ principles. Government funding has been sought to take this exciting concept forward and accelerate the delivery of housing to meet identified needs.

4.18b The historic town of Woodstock has a relatively good range of services and facilities and good accessibility to Oxford. It can accommodate a reasonable scale of development, whilst protecting its important historic character and the setting of Blenheim Palace, in order to deliver affordable housing, enhance local services and reinforce its role as a service centre. Three medium scale allocations are proposed on different sides of the town in order to complement the structure and form of the town.

4.18c The focus on development at the existing rural service centres of Bampton, Burford and Charlbury will be more limited. These service centres contain a good range of services and facilities but are constrained in terms of their capacity to accommodate further development. Bampton already has a large housing scheme of 160 homes under construction and site allocations are proposed in Burford and Charlbury to ensure the delivery of new housing on suitable available sites, including the delivery of much needed affordable housing.

4.19 Beyond the rural service centres, some development will be
supported in the villages but this will be limited to that which respects the village character and local distinctiveness and would help maintain the vitality of the local community. **A number of site allocations are proposed to ensure the delivery of new housing on suitable, available sites.**

<table>
<thead>
<tr>
<th>MAIN16</th>
<th>Policy OS2 – Locating Development in the Right Places</th>
<th>The policy has been amended to reflect the proposed site allocations at Witney, Carterton and Chipping Norton and also to more clearly highlight the role of Eynsham in meeting identified housing needs including unmet need from Oxford City.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Policy to be replaced as follows:</td>
<td>The policy has also been amended to more clearly identify the development potential of Woodstock, Bampton, Burford and Charlbury and the villages including new site allocations.</td>
</tr>
<tr>
<td></td>
<td><strong>Policy OS2 – Locating Development in the Right Places</strong></td>
<td>The ‘general principles’ set out in the policy have been refined to make them clearer and more ‘user friendly’ when planning applications are being determined.</td>
</tr>
<tr>
<td></td>
<td><strong>Main Service Centres, Rural Service Centres and Villages</strong></td>
<td>The changes also reflect proposed amendments to Policy H2 – Delivery of New Homes.</td>
</tr>
<tr>
<td></td>
<td>A significant proportion of new homes, jobs and supporting services will be focused within and on the edge of the main service centres of Witney, Carterton and Chipping Norton. A number of site allocations are proposed to ensure identified needs are met. Further allocations may be made through Neighbourhood Plans.</td>
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<tr>
<td></td>
<td>Due to the size of the settlement and its proximity and connections to Oxford City, Eynsham will also make a significant contribution towards meeting identified housing needs with a strategic urban extension to be provided to the west of the village.</td>
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<td></td>
<td>A new rural service centre will be created to the north of Eynsham. This will comprise a self-contained settlement based on ‘garden village’ principles and will play a complementary role to Eynsham.</td>
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<td></td>
<td><strong>Woodstock</strong> is suitable for a reasonable scale of development, whilst protecting its important historic character and the setting of Blenheim Palace, in order to deliver affordable housing, enhance local services and reinforce its role as a service centre.</td>
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<tr>
<td></td>
<td>The rural service centres of Bampton, Burford and Charlbury are relatively constrained and are intended to accommodate a modest level of development of an appropriate type that will help to reinforce their existing service centre role. A number of site allocations are proposed to ensure identified needs are met.</td>
<td></td>
</tr>
</tbody>
</table>
Further allocations may be made through Neighbourhood Plans. The villages are suitable for limited development which respects the village character and local distinctiveness and would help to maintain the vitality of these communities. A number of site allocations are proposed to ensure identified needs are met. Further allocations may be made through Neighbourhood Plans.

Proposals for residential development will be considered in accordance with Policy H2 of this Local Plan.

Small Villages, Hamlets and Open Countryside

Development in the small villages, hamlets and open countryside will be limited to that which requires and is appropriate for a rural location and which respects the intrinsic character of the area. Appropriate development will include:

• re-use of appropriate existing buildings which would lead to an enhancement of their immediate setting, with preference given to employment, tourism and community uses;
• new accommodation proposed in accordance with policies specifically for travelling communities;
• proposals to support the effectiveness of existing businesses and sustainable tourism;
• development which will make a positive contribution to farm and country estate diversification; and
• telecommunications development sited and designed to minimise impact upon the environment.

Proposals for residential development will be considered in accordance with Policy H2 of this Local Plan.

General Principles
All development should:

- Be of a proportionate and appropriate scale to its context having regard to the potential cumulative impact of development in the locality;
- Form a logical complement to the existing scale and pattern of development and/or the character of the area;
- Avoid the coalescence and loss of identity of separate settlements;
- Be compatible with adjoining uses and not have a harmful impact on the amenity of existing occupants;
- As far as is reasonably possible protect or enhance the local landscape and the setting of the settlement/s;
- Not involve the loss of an area of open space or any other feature that makes an important contribution to the character or appearance of the area;
- Be provided with safe vehicular access and safe and convenient pedestrian access to supporting services and facilities;
- Not be at risk of flooding or likely to increase the risk of flooding elsewhere;
- Conserve and enhance the natural, historic and built environment;
- Safeguard mineral resources;
- In the Green Belt, comply with national policies for the Green Belt; and
- Be supported by all necessary infrastructure including that which is needed to enable access to superfast broadband.
Policy OS2 – Locating Development in the Right Places

Main Service Centres, Rural Service Centres and Villages

New homes, jobs and supporting services will be primarily focused within and on the edge of the main service centres of Witney, Carterton and Chipping Norton. This includes Strategic Development Areas (SDAs) at Witney, Carterton and Chipping Norton. Development elsewhere will be more limited and will focus on meeting locally identified community and business needs.

The rural service centres of Bampton, Burford, Charlbury, Eynsham, Long Hanborough and Woodstock are suitable for development of an appropriate scale and type that would help to reinforce their existing service centre role. Sites may be specifically identified by the Council within or on the edge of some of these service centres, including through Neighbourhood Plans.

The villages are suitable for limited development which respects the village character and local distinctiveness and would help to maintain the vitality of these communities. Sites may be specifically identified by the Council within or on the edge of some of these villages to help meet local needs, including through Neighbourhood Plans.

Proposals for residential development will be considered in accordance with Policy H2 of this Local Plan.

Small Villages, Hamlets and Open Countryside

Development in the small villages, hamlets and open countryside will be limited to that which requires and is appropriate for a rural location and which respects the intrinsic character of the area. Appropriate development will include:

• re-use of appropriate existing buildings which would lead to an
enhancement of their immediate setting, with preference given to employment, tourism and community uses;
• new accommodation proposed in accordance with policies specifically for travelling communities;
• proposals to support the effectiveness of existing businesses and sustainable tourism;
• development which will make a positive contribution to farm and country estate diversification; and
• telecommunications development sited and designed to minimise impact upon the environment.

Proposals for residential development will be considered in accordance with Policy H2 of this Local Plan.

General Principles

All development will be located where:
• it forms a logical complement to the existing scale and pattern of development and/or the character of the area;
• it would not have a harmful impact on the amenity of existing occupants;
• it protects or enhances the local landscape and the setting of the settlement/s;
• it makes use of previously developed land where available, provided it is not of high environmental value (e.g. ecology) and the loss of any existing use would not conflict with other policies of this plan;
• it does not involve the loss of an area of open space or any other feature that makes an important contribution to the character or appearance of the area;
it can be provided with safe vehicular access and safe and convenient pedestrian access to supporting services and facilities;

- it is not at risk of flooding or likely to increase the risk of flooding elsewhere;

- it complies with policies for the protection of the natural environment and heritage assets;

- it safeguards mineral resources;

- in the Green Belt, it complies with national policies for the Green Belt; and

- necessary supporting infrastructure can be provided.

<table>
<thead>
<tr>
<th>Paragraphs 4.26 – 4.31</th>
<th>Amend, insert and delete text as follows:</th>
</tr>
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</table>
| 4.26                   | A wide range of standards have evolved to address Central Government’s commitment to EU climate change targets, the country’s low carbon future and the prudent use of natural resources – for example, the Code for Sustainable Homes, Building for Life and BREEAM requirements (Building Research Establishment Environmental Assessment Method). These standards have driven up the overall level of sustainable construction. Central Government has adopted a zero carbon homes strategy, as part of its move to a low carbon future with the intention of implementing zero carbon homes from 2016\(^1\). Since 2006, the Code for Sustainable Homes (a nationally described standard for environmental performance) has been promoted and, along with other good practice standards, such as Buildings for Life and BREEAM requirements (Building Research Establishment Environmental Assessment Method), has driven up the level of sustainable construction.

To reflect changes to national policy introduced since the submission draft Local Plan was prepared.

Also to clarify the fact that West Oxfordshire falls within an area of demonstrable water stress thus lending support for the use of the optional building regulation standard on water efficiency as set out in the proposed changes to Policy OS3 – Prudent Use of Natural Resources.

\(^1\)The definition of a zero-carbon home is one where there are zero net emissions from all energy used over one year.
4.27  **overall standards of sustainable construction.**

As part of the Government’s aim to cut bureaucracy and costs, technical housing standards have been rationalised. Mandatory Building Regulations (which are separate to Planning) are now used to set sustainable construction standards, with optional building regulations for access and water efficiency and new nationally described space standards, the imposition of which will be sought through Local Plans where necessary and viable. As a result of the Government’s review of Housing Standards, it is the intention that Building Regulations (which are separate to Planning) will be increasingly used to set sustainable construction standards, with the Code for Sustainable Homes being wound down accordingly.

4.27a  **West Oxfordshire falls within an area of demonstrable ‘water stress’**

and planned growth and other pressures are forecast to lead to a supply demand deficit in the next ten years. The West Oxfordshire Water Cycle Study: Phase 1 Scoping (2016), in assessing the impact of the Local Plan upon the water environment and water infrastructure provision, concludes there is strong justification for West Oxfordshire to have a water efficiency policy in line with the Building Regulations optional requirement of 110l/h/d. This will support Thames Water’s resource management planning and help to achieve more sustainable water usage.

4.28  **In terms of energy efficiency, in July 2015 the Government decided not to proceed with the planned strengthening of energy performance requirements through building regulations. There is still a commitment to a transition to a low carbon economy and energy efficiency standards are to be kept under review. Some elements of building regulations are proposed to be mandatory, such as energy efficiency standards that are planned for 2016, whereas others such as water efficiency standards, are to be optional, their imposition being sought through Local Plans where necessary and viable.**
4.29 In the interim, as a general principle and a fundamental element of the overall presumption in favour of sustainable development that underpins this Local Plan, the Council will expect all development proposals to show consideration of the prudent and efficient use and management of natural resources. This is reflected in Policy OS3. As part of the strengthening of energy performance requirements through building regulations (with planned implementation of zero carbon homes from 2016), the Government intends to introduce a national framework for ‘allowable solutions’. This is because it will not always be technically feasible or cost effective to meet the zero carbon homes standard through measures on site and in such cases, house builders will be allowed to meet the remainder of the zero carbon target by supporting off-site abatement measures termed ‘allowable solutions’.

4.30 Because the details of the changes to building regulations and the operation of the system of ‘allowable solutions’ are not yet known, further work will be needed in the future including the extent to which it would be reasonable and appropriate to implement the optional building regulations requirements in West Oxfordshire (e.g. water efficiency). This work will take place and inform more detailed policies that will be included in the early review of this Local Plan.

4.31 In the interim, as a general principle and a fundamental element of the overall presumption in favour of sustainable development that underpins this Local Plan, the Council will expect all development proposals to show consideration of the prudent and efficient use and management of natural resources. This is reflected in Policy OS3 below.
<table>
<thead>
<tr>
<th>Insert and delete text as follows</th>
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<tbody>
<tr>
<td><strong>Policy OS3 – Prudent Use of Natural Resources</strong></td>
</tr>
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</table>

All development proposals (including new buildings, conversions and the refurbishment of existing building stock) will be required to show consideration of the efficient and prudent use and management of natural resources, including:

- making the most efficient use of land and buildings, whilst having regard to the character of the locality
- delivering development that seeks to minimise the need to travel
- minimising use of non-renewable resources, including land and energy, and maximising opportunities for travel by sustainable means
- minimising their impact on the soil resource*
- minimising energy demands and energy loss through design, layout, orientation, landscaping, materials and the use of technology;
  - *Minimising summer solar gain*, maximising passive winter solar heating, lighting, natural ventilation, energy and water efficiency and reuse of materials;
- maximising resource efficiency, including water. All new residential development will be expected to achieve the optional building regulations requirement for water efficiency of 110 litres/person/day.
- minimising risk of flooding;
- making use of appropriate sustainable drainage systems;

To provide additional clarity in relation to solar gain and solar heating and to include a requirement for new development to achieve the optional building regulation standard on water efficiency in light of the fact that West Oxfordshire falls within an area of demonstrable water stress.

The deleted text is considered to be too general and vague so is proposed to be removed.
**Policy OS4 – High Quality Design**

High design quality is central to the strategy for West Oxfordshire. New development should respect the historic, architectural and landscape character of the locality, and contribute to local distinctiveness and, where possible, enhance the character and quality of the surroundings and should:

- demonstrate high quality, inclusive and sustainable design with the provision of a safe, pleasant, convenient and interesting environment where the quality of the public realm is enhanced and the likelihood of crime and fear of crime is reduced; and

- not harm the use or enjoyment of land and buildings nearby including living conditions in residential properties; and

- demonstrate resilience to future climate change, particularly increasing temperatures and flood risk, and the use of water conservation and management measures; and

- preserve or enhance areas, buildings and features of historic, architectural and environmental importance, including unlisted vernacular buildings and habitats of biodiversity value; and

To more clearly highlight the importance of historic, architectural and landscape character in relation to the design of new development and to ensure consistency with national policy in relation to the historic environment.
- Conserve or enhance areas, buildings and features of historic, architectural and environmental significance, including both designated and non-designated heritage assets and habitats of biodiversity value; and

- enhance local green infrastructure and its biodiversity, including the provision of attractive, safe and convenient amenity open space commensurate with the scale and type of development, with play space where appropriate.

Designers of new development will be expected to provide supporting evidence for their design approach. They should have regard to specific design advice contained in supplementary planning guidance covering the District. The West Oxfordshire Design Guide, Oxfordshire Historic Landscape Appraisal, Landscape Assessments, Conservation Area Appraisals and Cotswolds AONB guidance documents are key tools for interpreting local distinctiveness and informing high design quality.

Insert and amend text as follows:

**Policy OS5 – Supporting Infrastructure**

Where necessary and viable, new development will be required to deliver, or contribute towards the timely provision of appropriate supporting infrastructure either directly as part of the development, or through an appropriate financial contribution towards off-site provision.

This will include, where applicable the strategic infrastructure items identified within the Council’s Infrastructure Delivery Plan (IDP) and CIL Regulation 123 list as well as non-strategic infrastructure requirements including those associated with individual development proposals.

Such provision will be secured through appropriate mechanisms including the use of planning conditions, planning obligations.

To emphasise the importance of infrastructure being provided at the appropriate time to support new development. Also to provide clarity and to reflect the fact that developers do not always control the delivery of necessary supporting infrastructure.
and/or the Community Infrastructure Levy (CIL).

Favourable consideration will be given to development proposals that make appropriate provision for supporting infrastructure in a timely manner. Conversely, development proposals that fail to make adequate or timely provision for necessary supporting infrastructure will be resisted.

### Section 5 – Providing New Homes

<table>
<thead>
<tr>
<th>Modification Number</th>
<th>Paragraph/Policy</th>
<th>Proposed modification</th>
<th>Reason</th>
</tr>
</thead>
</table>
| MAIN21              | Paragraph 5.1    | Insert additional text as follows:  
5.1 The provision of new housing is a critically important issue for West Oxfordshire and has been a key, recurring theme throughout consultation on the Local Plan to date. New housing is vital to economic growth and as an attractive and well-located place, people want to live in West Oxfordshire. However, growth needs to be effectively managed in order to prevent significant change to the intrinsic character of the District. | To more clearly highlight the importance of effectively managing growth. |
| MAIN22              | Paragraphs 5.8 – 5.17 | Amend and insert additional text as follows:  
5.8 The most up to date assessment of housing need in Oxfordshire is set out in the Oxfordshire Strategic Housing Market Assessment (SHMA) which was published in April 2014. Across Oxfordshire as a whole, the amount of new homes recommended in the SHMA over a 20-year period is almost twice that which was envisaged under the previous regional plan. The reason for this is that the SHMA provides an ‘unconstrained’ objective assessment of housing need (OAN) whereas the regional plan provided a ‘constrained’ assessment of need that took account of relevant constraints including those relating to infrastructure and the environment. The most up to date assessment of housing need in Oxfordshire is set | The text has been amended to reflect the Council’s revised position in relation to the Local Plan housing requirement which is now proposed to meet the level of housing need identified in the Oxfordshire SHMA (2014). The amendments also reflect the fact that additional provision will be made to accommodate ‘unmet’ housing need from Oxford City. |
out in the Oxfordshire Strategic Housing Market Assessment (SHMA) which was published in April 2014. In relation to West Oxfordshire, the SHMA identifies the need for between 635 – 685 homes per year in the period 2011 – 2031. The mid-point figure is 660 homes per year and this is defined as the 'objectively assessed need' or OAN.

5.9 National policy\(^4\) states that in order to significantly boost the supply of housing, local planning authorities should use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in the framework. In this regard, the Council is committed to meeting its objectively assessed need (OAN) in full through this Local Plan. However, the Council has concerns regarding a number of aspects of the SHMA and considers that the OAN figure for West Oxfordshire set out in the SHMA (660 homes per annum) is too high and should be adjusted downwards.

5.10 In particular, the Council considers that the demographic projections and to a lesser extent the employment projections used in the SHMA have been ‘inflated’ by an abnormally high period of house building in the District which caused a ‘spike’ in migration which has been carried forward into future projections.

5.11 The inflationary effect of past housing delivery on West Oxfordshire’s household projections is acknowledged in the SHMA, and whilst no adjustment has been made, the SHMA suggests that ‘there is potentially a good basis for doing so’.\(^5\) The possibility of a

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\(^4\) Paragraph 47 National Planning Policy Framework
\(^5\) SHMA (2014) paragraph 9.17
downward adjustment is highlighted in national policy which states that:

‘If a Council has robust evidence that past high delivery rates that inform the (household) projections are no longer realistic—for example they relied on a particular set of circumstances that could not be expected to occur again—they can adjust their projections down accordingly’.

5.12 Since the SHMA was published, the Council has commissioned two separate reports to further consider this issue. The first report models the impact of longer-term migration trends and concludes that around 484 homes per year are needed in West Oxfordshire. It also models the 2012-based population projections published since the SHMA was completed and concludes that between 459 and 551 homes per year are needed, the mid-point of which is 506 homes per year. The proposed housing requirement for West Oxfordshire in the period 2011 – 2031 is therefore 660 homes per year which equates to 13,200 homes in total. This will require a significant increase in the future rate of delivery of new housing in the District in comparison with historic long term delivery rates particularly when ‘under-supply’ since 2011 is factored in.

5.13 The second report considers a number of aspects of the SHMA and taking account of the inflationary effect of past trends concludes that the housing need for West Oxfordshire ranges from 520 to 596 per annum, the mid-point of which is 558 homes per year. In addition to meeting West Oxfordshire’s identified housing needs we are

\*Housing and Economic Land Availability Assessment (paragraph: 036 Reference ID: 3-036-20140306)
\*An Analysis of West Oxfordshire’s future housing requirement (Keith Woodhead June 2014)
\*Validation of an objectively assessed housing need (OAN) (Cambridge Centre for Housing and Planning Research January 2015).
5.14 In addition to the demographic projections, the Council also has concerns about the approach taken towards job-led growth in the SHMA which runs counter to more recent guidance published by the Planning Advisory Service in June 2014. In simple terms, the guidance warns against translating job forecasts into future population and household numbers. It highlights the fact that the population assumptions that feed into job forecasts are rarely the same as the population assumptions that flow out from them which are often much higher. Joint working has been taking place between the Oxfordshire local authorities and co-ordinated via the Oxfordshire Growth Board (OGB). As part of this process it has been agreed that West Oxfordshire will accommodate 2,750 homes in the period between 2021 and 2031 to assist Oxford City with its unmet housing need. In order to meet this apportionment, and deliver the District’s own housing needs, 935 dwellings per year will need to be delivered between 2021 and 2031 (excluding past backlog). This rate of delivery is nearly double the historic long term housing delivery rate in the District and will be extremely challenging for the house building industry to deliver.

5.15 In the SHMA, the basic projected population increase across Oxfordshire in the period to 2031 is just over 107,000 people.

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9 Objectively Assessed Need and Housing Targets Technical Advice Note (PBA on behalf of PAS June 2014).
However, the job-led model which ultimately drives many of the final recommendations, assumes a potential increase of almost 184,000 people. The PAS guidance suggests that such models are inconsistent because the output population does not equal the input population. It suggests that results often make no sense and in formal logic is known as 'self-defeating prophecy'. The total level of housing provision in West Oxfordshire in the period up to 2031 will therefore be 15,950 homes. This comprises 13,200 homes in the period 2011 – 2031 to meet West Oxfordshire’s own identified housing needs and a further 2,750 homes in the period 2021 – 2031 to assist with the unmet housing needs of Oxford City.

5.16 The Council also has concerns that the job-led assumptions used in the SHMA are not ‘policy neutral’ insofar as they take account of local economic initiatives resulting in an aspirational job forecast that is significantly in excess of the baseline forecast. Recent case law has established that an objective assessment of housing need should be policy neutral.

5.17 In light of the various issues outlined above and the recommendations of two separate analyses undertaken since the SHMA was published, the Council considers that the objectively assessed need (OAN) for new housing in West Oxfordshire is 525 homes per annum which over the period of the Local Plan (2011 – 2031) equates to 10,500 new homes.

MAIN23 Paragraphs 5.18 – 5.23

Amend text as follows:

5.18 In accordance with the overall strategy (Policy OS2) majority a significant proportion of new housing development will be provided at the District’s three main towns of Witney, Carterton and Chipping Norton. This strategy has been tested extensively through consultation and sustainability appraisal (SA) and is considered to represent the most appropriate and sustainable strategy for West Oxfordshire.

The text has been amended to reflect the proposed changes in the distribution of new housing in West Oxfordshire to 2031 including the allocation of new sites and the increasingly important role of Eynsham in meeting identified housing needs.
5.19 It also ensures that in accordance with national policy, at least 10 years’ worth of specific, developable housing sites have been identified including allocated Strategic Development Areas (SDAs) at Witney, Carterton and Chipping Norton. Existing commitments at Witney, Carterton and Chipping Norton will be complemented by a number of site allocations to ensure a continual supply of deliverable housing sites over the plan period.

5.20 The remaining housing requirement will be met in the Eynsham—Woodstock and Burford—Charlbury sub-areas, with a particular focus on the main rural service centres and other larger settlements. Eynsham has a particularly important role to play because of its proximity and connections to Oxford City. A strategic urban extension of around 1,000 homes will be delivered to the west of Eynsham contributing in part to West Oxfordshire’s own housing needs (450 homes) as well as the unmet housing needs of Oxford City (550 homes).

5.21 The Council’s Strategic Housing Land Availability Assessment (SHLAA) provides an initial assessment of the suitability and deliverability of a number of sites. Additional site allocations will be made in these sub-areas as necessary through the anticipated early review of this Local Plan. The Council will work with the towns, parishes and local communities to identify suitable and deliverable sites including through Neighbourhood Plans. Further housing provision will be made near Eynsham in the form of a new settlement based on ‘garden village’ principles located to the north of the A40. The Garden Village will form a new rural service centre for West Oxfordshire. The Council is aiming to secure Government backing and it is anticipated that the scheme will provide at least 2,200 new homes by 2031 with a strong emphasis on accelerated delivery.

5.21a Woodstock has a relatively good range of services and facilities, and relatively good accessibility to Oxford. It can accommodate a reasonable scale of development, whilst protecting its important
5.21b The rural service centres of Bampton, Burford and Charlbury will also be required to make provision for new housing with existing commitments being complemented by a number of site allocations.

5.22 The proposed distribution of housing is summarised in Policy H1 below. It should be noted that the housing figures for each sub-area are indicative and should not be taken as absolute requirements or targets. It should also be noted that housing land supply will be calculated on a district-wide basis rather than individually for each sub-area and that a separate housing land supply calculation will be made in respect of the 2,750 homes proposed at Eynsham to meet Oxford City’s identified housing needs. These will only be taken into account in the period 2021 - 2031.

5.23 An allowance has been made for future ‘windfall’ sites yet to come forward, excluding ‘garden land’ development in line with the NPPF.

**Amend text as follows:**

**Policy H1 – Amount and Distribution of Housing**

*West Oxfordshire will provide at least 10,500 new homes between 1st April 2011 and 31st March 2031 (525 per year).*

*In accordance with the overall strategy, the majority of new homes will be provided in the Witney, Carterton and Chipping Norton sub-areas with a particular focus on Witney, Carterton and Chipping Norton.*

*Provision will be made for a total of 15,950 homes in the period 2011 – 2031.*

*This will comprise 13,200 homes in the period 2011 – 2031 to meet West Oxfordshire’s identified housing needs and a further 2,750 to reflect the increased housing requirement including the incorporation of unmet housing need from Oxford City.*

*To highlight the anticipated role of Eynsham in meeting identified housing needs including a strategic urban extension to the west and a new garden village to the north.*

*The anticipated role of Woodstock has been clarified and also a number...*
homes in the period 2021 - 2031 to meet Oxford City’s identified housing needs.

In accordance with the overall strategy, a significant proportion of new homes will be provided at Witney, Carterton and Chipping Norton. Existing commitments will be complemented by a number of site allocations on suitable, available sites.

Due to the size of the settlement and its proximity and connections to Oxford City, Eynsham will make a significant contribution towards meeting identified housing needs with a strategic urban extension to be provided to the west of the village.

A new rural service centre, ‘West Oxfordshire Garden Village’ will be created to the north of the A40 near Eynsham. This will be a free-standing new settlement based on ‘garden village’ principles.

Woodstock is suitable for a reasonable scale of development, whilst protecting its important historic character and the setting of Blenheim Palace.

Provision for new housing will also be made at the rural service centres of Bampton, Burford and Charlbury. Existing commitments will be complemented by a number of site allocations on suitable, available sites.

Provision for new housing will also be made in the remainder of each sub-area at appropriate village locations with existing commitments complemented by a number of site allocations on suitable, available sites.

The proposed distribution of housing to meet West Oxfordshire’s identified housing needs is anticipated to be as follows:

<table>
<thead>
<tr>
<th>Sub-area</th>
<th>Number of Homes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Witney sub-area</td>
<td>3,700 - 4,400</td>
</tr>
<tr>
<td>Carterton sub-area</td>
<td>2,600</td>
</tr>
</tbody>
</table>

The proposed distribution of housing by sub-area has been updated to reflect the increased housing requirement and anticipated housing supply in each sub-area.

The potential role of neighbourhood plans in identifying additional housing sites has also been highlighted more clearly.
### Chipping Norton sub-area
- 1,800
- 2,400 homes

### Eynsham – Woodstock sub-area
- 1,600
- 2,800 homes

### Burford – Charbury sub-area
- 800
- 1,000 homes

This is an indicative distribution and should not be taken as an absolute target for each sub-area or maximum ceiling to limit development.

Additional sites may for example be identified through Neighbourhood Plans increasing housing supply above that which has been identified and planned for in this Local Plan.

A further 2,750 homes will be provided in the Eynsham – Woodstock sub-area to provide for Oxford’s unmet housing need. This will be delivered through a strategic urban extension to the west of Eynsham and a new Garden Village to the north of the A40 near Eynsham.

Development will be monitored annually to ensure that the overall strategy is being delivered. Sites for new housing will be identified through partnership working with local communities, landowners and self-build groups including the use of parish or neighbourhood plans.

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**MAIN25**

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<th>Paragraph 5.25</th>
<th>Amend text as follows:</th>
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5.25

Of the overall housing requirement (10,500 homes) a number of these homes have already been built in the first few years of the plan period. However, a relatively flat housing market has meant that the number of completions has been relatively low totalling just 823 in the period 2011 – 2014. Of the overall housing requirement (15,950) a number of these homes have already been built in the first five years of the plan period (2011 – 2016). However, a relatively flat housing market and a lack of urgency from the

To reflect the increased housing requirement and to provide a factual update on the number of housing completions from 2011 – 2016.

Also to highlight the Council’s commitment to significantly boosting housing supply in a controlled, sustainable manner.
development sector in bringing forward strategic sites, has meant that despite a healthy supply of planning permissions and resolutions to grant planning permission, the number of actual completions has been relatively low totalling just 1,464 from 2011 – 2016 (an average of 293 per year) and creating an under-supply ‘backlog’ of 1,836 homes against the overall 660 per annum target which applies from 2011 onwards. This Local Plan therefore seeks to enable a significant increase in housing supply in order to meet identified needs although it strives to achieve this in a sustainable, controlled manner.

### Existing Commitments

It is also important to note that a large number of new homes are already in the development pipeline ranging from very small sites for just one house through to much larger sites for several hundred new homes. This includes sites that already benefit from planning permission as well as those sites that have a resolution to grant planning permission subject to a legal agreement being completed. In accordance with the Government’s practice guidance the Council will include C2 uses (residential institutions) in its housing land supply assumptions and count them against the overall housing requirement.

There are existing commitments for a number of strategic scale housing and mixed use developments. The largest commitments are:

- Land to the west of Witney (1,000 homes)
- Land to the east of Carterton (700 homes)

As of 1st February 2015, the number of homes expected to be delivered through existing commitments was 4,333. As of 1st September 2016, the number of homes expected to be delivered...
### Amend and insert additional text as follows:

**Strategic Development Areas (SDAs)**

5.28 Through this Local Plan we have identified a number of larger housing allocations referred to as ‘Strategic Development Areas’ (SDAs). These are sites **of a ‘strategic’ scale** that after considerable scrutiny and detailed consideration of reasonable alternatives, are considered to represent the most sustainable locations for strategic-scale housing growth within the District.

5.29 In line with the overall strategy, these proposed allocations are focused on the District’s three main towns of Witney, Carterton and Chipping Norton and include:

- It is anticipated that these sites will deliver around 6,450 new homes by 2031 of which 2,750 are intended to address unmet housing need from Oxford City. The strategic sites include:
  - Land to the east of Witney (**400-450** homes)
  - Land to the north of Witney (**1,000-1,400** homes)
  - Land at REEMA Central, Carterton (**200** homes)
  - Land to the east of Chipping Norton at Tank Farm (**600-1,400** homes)
  - Land west of Eynsham (**1,000** homes)
  - **West Oxfordshire Garden Village** (**2,200** homes)

To clarify that the proposed local plan housing allocations fall into two categories: strategic development areas (SDAs) and smaller, non-strategic housing allocations.

The changes identify the strategic and non-strategic allocations and the proposed number of new homes at each.

The text has also been amended to highlight the Council’s intention to prepare planning briefs in relation to the smaller non-strategic allocations.
Further information on these sites and the alternative options that have been considered is set out in Section 9 and in the Council's supporting background evidence.

**Non-Strategic Housing Allocations**

In addition to the strategic sites outlined above, this plan allocates 15 smaller, 'non-strategic' housing sites. These will help to ensure a deliverable housing supply in the short-term as smaller sites often have much shorter 'lead-in' times to development compared to larger strategic sites.

The allocated housing sites are as follows:

- REEMA North and Central, Carterton (300 homes)
- Milestone Road, Carterton (200 homes)
- Land at Swinbrook Road, Carterton (70 homes)
- Land north of Jefferson’s Piece, Charlbury (40 homes)
- Land east of Woodstock (300 homes)
- Land north of Hill Rise, Woodstock (120 homes)
- Land north of Banbury Road, Woodstock (250 homes)
- Land north of Woodstock Road, Stonesfield (50 homes)
- Land east of Burford (85 homes)
- Land at Myrtle Farm, Long Hanborough (50 homes)
- Oliver’s Garage, Long Hanborough (25 homes)
- Former Airfield, Stanton Harcourt (50 homes)
- Land south of Milton Road, Shipton under Wychwood (44 homes)

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10 Sustainability Appraisal, Strategic Housing and Employment Land Availability Assessment, LUC assessment of site options for the Oxfordshire Growth Board, and Site Assessment Matrix
<table>
<thead>
<tr>
<th>MAIN28</th>
<th>Paragraphs 5.31 – 5.32</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amend and delete text as follows:</td>
<td><strong>SHLAA sites Neighbourhood Plans</strong></td>
</tr>
<tr>
<td>5.31 In line with national policy, the Council has prepared an assessment of potential land availability for new housing in the form of a Strategic Housing Land Availability Assessment (SHLAA). The SHLAA seeks to identify suitable and deliverable housing sites at a range of settlements across the District. A number of these sites are highly likely to come forward for development, indeed a number already have or are in the process of being considered. A further potential delivery mechanism for new housing provision is neighbourhood development plans. These provide the opportunity for local communities to determine the most appropriate locations for development including housing. There are a number of neighbourhood plans underway in the District. Because there is some uncertainty about how many homes neighbourhood plans might deliver, a zero assumption has been factored into current anticipated housing supply figures. Any provision made by neighbourhood plans will therefore increase housing supply over and above that which has been identified in this Local Plan.</td>
<td></td>
</tr>
<tr>
<td>5.32 It is anticipated that the future delivery of these sites will make a significant contribution towards the overall housing target. Further information on those sites that have been identified as being potentially suitable within each sub-area is set out in Section 9.</td>
<td>To clarify that no reliance is being placed on sites identified in the Council’s strategic housing land availability assessment (SHLAA) in terms of housing delivery other than those proposed to be allocated. To also more clearly highlight the role of neighbourhood plans in potentially identifying housing sites.</td>
</tr>
</tbody>
</table>
Amend and insert additional text as follows:

**Windfall Development**

5.33 ‘Windfall’ developments are essentially speculative developments on sites that are not known to the Council and have therefore not been assessed through the SHLAA allocated for housing. Such sites can be previously developed (brownfield) land where the current use may no longer be viable or undeveloped, Greenfield sites that the owner wishes to bring forward for development. In some instances they may be ‘rural exception sites’ (RES) whereby affordable housing is provided in locations that would not normally be allowed for new housing.

5.34 Such windfall development has historically formed a large component of housing delivery in West Oxfordshire and it is reasonable to assume that this trend will continue. We consider that a reasonable estimate of likely windfall delivery over the remaining period of the Local Plan (2015 – 2031) is 125 homes per annum which equates to 2,000 homes overall (400 per sub-area). Such windfall development has historically formed a large component of housing delivery in West Oxfordshire and it is reasonable to assume that this trend will continue. We consider that a reasonable estimate of likely windfall delivery over the remaining period of the Local Plan (2016 – 2031) taking account of existing commitments is 1,380 homes.

5.34a This comprises 30 dwellings in the period 2016 – 2021 to avoid double counting with existing windfall planning permissions, plus a further 1,250 in the remaining plan period 2021 – 2031 (i.e. 125 homes per annum x 10). Based on past trends, anticipated windfall delivery by sub-area from 2016 – 2031 as follows (indicative only):

<table>
<thead>
<tr>
<th>Sub-Area</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Witney Sub-Area</td>
<td>304</td>
</tr>
<tr>
<td>Carterton Sub-Area</td>
<td>262</td>
</tr>
</tbody>
</table>

To clarify the role of windfall development and the number of future windfalls expected to come forward by sub-area in the period to 2031. This is a proportionate split having regard to past trends.

Additional text has been added in relation to five-year housing supply clarifying the approach which the Council intends to adopt including in relation to the separate consideration of Oxford City’s unmet housing need.
Chipping Norton Sub-Area 207
Eynsham – Woodstock Sub-Area 324
Burford – Charlbury Sub-Area 283
Total 1,380

Five-Year Housing Land Supply

5.34b Whilst recognising that there is a need to significantly boost housing supply, the Council considers that a degree of realism is needed about what can actually be achieved by the development industry. Therefore with regard to 5-year housing land supply, the Council will apply the ‘Liverpool’ (residual) approach whereby the past backlog of housing ‘under-supply’ which totals 1,836 homes in the period 2011 – 2016 is delivered over the whole of the remaining plan period (2016 – 2031) rather than in the immediate 5-year period (2016 – 2021) which would be required under the alternative ‘Sedgefield’ methodology.

5.34c To provide a 5-year supply under the Sedgefield method, in excess of 1,000 homes per year would need to be built consistently over the next 5-years, well in excess of what has been achieved in West Oxfordshire in the past, even during several housing booms. Insufficient capacity has been identified through this Local Plan and the supporting assessment of housing land availability to deliver a 5-year supply under the Sedgefield approach and it could only be achieved by releasing a large number of sites that have been assessed by the Council as being unsuitable for new housing. The Council does not consider this to be an appropriate way forward and that addressing the shortfall in a more measured way over the remaining plan period using the Liverpool approach is considered to be entirely justified.

5.34d Furthermore the Council’s assessment of 5-year housing land supply will treat the additional provision being made at Eynsham for Oxford
City’s housing needs (2,750 homes in the period 2021 - 2031) separately and the requirement will only form part of any five-year supply calculation that includes housing delivery assumptions from 2021 onwards.

5.35 The Council’s overall approach is summarised in Policy H2 below.

<table>
<thead>
<tr>
<th>MAIN30</th>
<th>Policy H2 – Delivery of New Homes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amend and insert additional text as follows:</td>
<td></td>
</tr>
</tbody>
</table>

**Policy H2 – Delivery of New Homes**

The Council will deliver at least 10,500 new homes in the period 2021 – 2031. This will be achieved through a combination of homes already completed, existing commitments, allocated Strategic Development Areas (SDAs) sites identified as suitable and deliverable/developable in the Council’s SHLAA and windfall development.

The Council will deliver at least 15,950 new homes in the period 2021 – 2031. This will include 13,200 homes in the period 2021 – 2031 to meet West Oxfordshire’s housing needs and a further 2,750 homes in the period 2021 – 2031 to meet Oxford City’s housing needs.

With regard to 5-year housing land supply the Council will apply the residual (Liverpool) approach with any under-supply (backlog) of housing to be delivered over the remaining plan period to 2031. The additional provision being made for Oxford City’s housing needs will be incorporated into housing delivery assumptions from 2021 onwards.

The required level of housing delivery will be achieved through a combination of homes already completed, existing commitments, site allocations (strategic and non-strategic sites) and windfall development.

Neighbourhood Plans may also contribute towards additional

The changes proposed to the policy reflect the overall increase in the housing requirement including the provision being made for unmet housing need from Oxford City.

Clarity has been provided in relation to the timing of housing delivery for the unmet need as well as in relation to 5-year housing land supply.

The changes also highlight anticipated delivery including completions, commitments, site allocations and windfall plus neighbourhood plans.

The general principles have been deleted to avoid duplication with Policy OS2 – Locating Development in the Right Places.
housing provision over and above this indicative requirement.

In determining future proposals for housing the Council will apply the following criteria depending on location.

**Main Service Centres, Rural Service Centres and Villages**

1. New dwellings will be permitted at the main service centres, rural service centres and villages in the following circumstances:

   - On sites that have been allocated for housing development within a Local Plan or relevant neighbourhood plan;
   - On previously developed land within or adjoining the built up area provided it is not of high environmental value (e.g. ecology) and the loss of any existing use would not conflict with other plan policies. **This will include the provision of starter homes exception sites**;
   - On undeveloped land within or adjoining the built up area where the proposed development is necessary to meet identified housing needs and is consistent with the criteria in 3) below and other policies in this plan **in particular Policy OS2**.

**Small Villages, Hamlets and Open Countryside**

2. New dwellings will be permitted in the small villages, hamlets and open countryside in the following circumstances:

   - where there is an essential operational or other specific local need that cannot be met in any other way, including the use of existing buildings. Where appropriate, new homes provided (other than replacement dwellings) will be controlled by an occupancy condition linked to the operational need and/or to the 'rural exception site' approach for permanent affordable dwellings;
   - where residential development would represent the optimal viable use of a heritage asset or would be appropriate enabling
development to secure the future of a heritage asset;
- residential development of exceptional quality or innovative design;
- new accommodation proposed in accordance with policies specifically for travelling communities;
- accommodation which will remain ancillary to existing dwellings*;
- replacement dwellings on a one for one basis; and
- re-use of appropriate existing buildings which would lead to an enhancement of their immediate setting and where it has been demonstrated that the building is not capable of re-use for business, recreational or community uses, tourist accommodation or visitor facilities or where the proposal will address a specific local housing need which would otherwise not be met.; and
- on sites that have been allocated for housing development within an adopted (made) neighbourhood plan.

General Principles

In determining proposals for residential development regard will be had to the 'General Principles' set out in Policy OS2 – Overall Strategy as well as other relevant policies of this Local Plan.

3. Where acceptable in principle, all residential development will be expected to:

- Be of a proportionate and appropriate scale to its context having regard to the potential cumulative impact of development in the locality;
- Be of demonstrable benefit to the local community in which it is proposed;
<table>
<thead>
<tr>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avoid the coalescence and loss of identity of separate settlements</td>
</tr>
<tr>
<td>Not have a harmful impact on the amenity of adjoining occupants;</td>
</tr>
<tr>
<td>Where applicable, form a logical complement to the existing scale and pattern of development and/or the character of the area;</td>
</tr>
<tr>
<td>Protect and where possible enhance the local landscape and setting of the settlement;</td>
</tr>
<tr>
<td>Make use of previously developed land where available, provided it is not of high environmental value and the loss of any existing use would not conflict with other policies of this plan;</td>
</tr>
<tr>
<td>Not involve the loss of an area of open space or any other feature that makes an important contribution to the character or appearance of the area;</td>
</tr>
<tr>
<td>Be provided with safe vehicular access and safe and convenient pedestrian access to supporting services and facilities;</td>
</tr>
<tr>
<td>Not be at risk of flooding or be likely to increase the risk of flooding elsewhere;</td>
</tr>
<tr>
<td>Comply with policies for the protection of the natural environment and heritage assets;</td>
</tr>
<tr>
<td>Ensure it does not lead to the sterilisation of a mineral resource;</td>
</tr>
<tr>
<td>Comply with national policies for Green Belt and AONB where applicable; and</td>
</tr>
<tr>
<td>Provide all necessary supporting infrastructure including access to superfast broadband.</td>
</tr>
</tbody>
</table>

*Proposals for extensions or alterations to an existing dwelling to create a self-contained unit of accommodation may be subject to a condition ensuring the accommodation remains ancillary to the main dwelling.*
<table>
<thead>
<tr>
<th>MAIN31</th>
<th>Paragraph 5.50</th>
<th>Amend text as follows:</th>
<th>To clarify the conclusions reached in the Council’s viability evidence in relation to affordable housing provision in supported living schemes such as extra-care and sheltered housing.</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.50</td>
<td>It is however acknowledged that proposals need to be economically viable and the Council will reassess these requirements where this is demonstrated to be necessary by a viability assessment that has been independently validated. In particular, the Council’s evidence suggests that a reduced level of affordable housing provision should apply to supported living schemes including extra-care and sheltered housing, there may be some viability issues with flatted schemes including extra-care and sheltered housing which will be taken into account by the Council in negotiations.</td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>MAIN32</th>
<th>Paragraph 5.53</th>
<th>Insert additional text as follows:</th>
<th>To clarify that the Council is proposing to accept starter home provision as part of the overall mix of affordable housing in accordance with national policy.</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.53</td>
<td>In terms of the type of affordable housing to be provided, there is a significantly greater need for rented accommodation than for the various forms of intermediate housing. As such a ratio of 2:1 in favour of affordable rented homes will be generally sought however this is a general guide only and the precise mix will be determined on a case by case basis. Starter home provision will be supported in principle as part of a broader mix of affordable housing types. The Government has indicated that starter homes will generally comprise 20% of the overall scheme mix.</td>
<td></td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>MAIN33</th>
<th>Policy H3</th>
<th>Insert additional text as follows:</th>
<th>The policy has been amended to reflect the Council’s viability evidence and suggested levels of viability evidence and suggested levels of affordable housing provision in supported housing schemes.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Policy H3 – Affordable Housing</strong></td>
<td>In order to address identified affordable housing needs, the Council will require ‘qualifying’ market housing schemes to make an appropriate contribution towards the provision of affordable</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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11 The 20% requirement for starter homes is still to be confirmed by Government and therefore subject to potential change.
housing within the District. Small-scale developments of 1 – 5 units will not be required to contribute.

Within the Cotswolds AONB, medium-scale housing schemes of 6-10 units and with a maximum gross floorspace of 1,000m² or less will be required to make a financial contribution towards the provision of affordable housing off-site within the District. This commuted sum will be deferred until completion of the development to assist with viability.

Outside of the Cotswolds AONB, medium-scale housing schemes of 6-10 units and with a maximum gross floorspace of 1,000m² or less will not be required to make a financial contribution towards affordable housing.

Across the District as a whole, larger-scale housing schemes of 11 or more units and/or with a gross floorspace of more than 1,000m² will be required to provide affordable housing on-site as a proportion of the market homes proposed as follows:

- High value zone (50%)
- Medium value zone (40%)
- Low value zone (35%)

Reduced levels of affordable housing provision will be applied in relation to ‘supported living’ accommodation including extra-care and sheltered housing as follows:

Sheltered Housing
- High value zone (30%)
- Medium value zone (10%)
- Low value zone (0%)

The policy has also been amended to refer to the potential inclusion of an element of market housing in rural exception sites. This reflects the existing supporting text and the NPPF.
Extra-Care Housing
- High value zone (10%)
- Medium value zone (0%)
- Low value zone (0%)

In circumstances where it can be demonstrated that the level of affordable housing being sought would make a scheme unviable, a revised mix and type of housing will be considered before a lower level of affordable housing provision is accepted. Where external funding is available it may be applied to schemes to ensure affordability of rental levels or to increase the number or to change tenure or type of homes to meet priority needs.

Affordable housing mix and tenure will be responsive to identified local needs and site specific opportunities. A financial contribution for the provision of affordable housing on other sites in West Oxfordshire in lieu of on-site provision may be appropriate if it can be demonstrated that:

- It is not physically possible or feasible to provide affordable housing on the application site; or

- There is evidence that a separate site would more satisfactorily meet local housing need and contribute to the creation of mixed communities.

In some instances, a combination of on-site provision and a financial contribution may be appropriate.

West Oxfordshire District Council and its partners will work with Parish Councils, Registered Providers of affordable housing and local housing, community land and self-build trusts to identify additional suitable rural sites for small scale affordable housing schemes to meet specific local housing needs which cannot be met in any other way. All new homes on these sites will remain
affordable in perpetuity to people in housing need who have a local connection with the parish or appropriate adjoining parishes. Sites will be well-related to the existing built-up areas of towns and villages. Where family homes are proposed priority will be given to locations within a reasonable walking distance of a primary school.

The Council will consider the inclusion of an element of market housing in rural exception sites (RES) provided it is demonstrated to be necessary to delivery (e.g. by subsidising the affordable element). In such cases, any market housing would be expected to be a subsidiary element of a predominantly affordable housing scheme.

| MAIN34 | Paragraph 5.76 | Insert additional text as follows:
5.76 Whilst these figures are indicative only and should be treated with some caution, they clearly demonstrate that there will be an increasing need for specialist older persons housing in the District over the period of the Local Plan. The Council will therefore in line with Government practice guidance, count the provision of C2 uses (residential institutions) against the overall housing requirement and will seek to increase the supply of such housing by encouraging specific schemes in suitable, sustainable locations and seeking to ensure that older persons housing is provided including as part of the overall mix of development on larger developments.

To clarify that in accordance with national practice guidance the Council will include the provision of C2 (residential institution) uses as part of the overall housing supply.

| MAIN35 | Paragraph 5.77 | Insert additional text as follows:
5.77 We will also seek to ensure that new homes built in the District are able to be easily adapted to meet the changing needs of occupants as they get older and support people who require aids and adaptations in order to be able to stay in their own home. This will be achieved through the application of the optional building regulation standard M4 (2): Accessible and Adaptable dwellings on qualifying schemes as set out in Policy H4.

To clarify that the Council intends to apply the optional building regulation standard M4 (2) on qualifying residential schemes.
| MAIN36 | Paragraph 5.83 | Insert additional text as follows:  
5.83 In light of the identified needs outlined above, the Council will seek to increase the supply of housing for those with disabilities through a number of measures. This will range from encouraging the provision of specific purpose built properties to ensuring that a proportion of the homes provided as part of larger housing developments are built to high accessibility standards. This will be achieved through the application of the optional building regulation standard M4 (3): Wheelchair user dwellings, specifically a requirement to provide wheelchair adaptable dwellings (as opposed to wheelchair accessible dwellings which will be encouraged). The need for specialist housing on qualifying sites will be determined through a local register managed by the District / County Council. Our proposed approach is set out in Policy H4 below. | To clarify that the Council intends to apply the optional building regulation standard M4 (3) on qualifying residential schemes. |
| --- | --- | --- | --- |
| MAIN37 | Paragraph 5.91 | Amend text as follows:  
5.91 In 2012 the MOD announced that they needed fewer homes for service families than originally planned. 200 new homes will be built on the REEMA North site in Carterton and the REEMA Central site which had originally been reserved for service family housing will be released to the open market (See Section 9.0). In 2012 the MOD announced that they needed fewer homes for service families than originally planned. 200 new homes were originally proposed to be built on the REEMA North site in Carterton although with a different mix of house types the number of dwellings could be increased. The REEMA Central site which had originally been reserved for service family housing has been partially released to the open market with the remainder to follow at a later date (See Section 9.0). | Factual update on MOD land availability at Carterton and to highlight the potential to increase housing capacity on the REEMA North site which is reflected in Policy CA1 as proposed to be amended. |
### MAIN38  Paragraph 5.95

<table>
<thead>
<tr>
<th>Insert additional text as follows:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>5.95</strong> It suggests that factors such as a balanced approach to housing in terms of bedroom sizes and property types, along with high standards for Houses in Multiple Occupation (HMOs) will help younger households to access housing. There are very few HMOs in West Oxfordshire so this latter point is less relevant but we will seek to ensure a good, balanced mix of house types and tenures is provided in all new housing developments. The provision of affordable housing (Policy H3) including starter homes and support for self-build projects (Policy H5) will also help to meet the needs of younger people.</td>
</tr>
</tbody>
</table>

### MAIN39  Policy H4 – Type and Mix of Homes

<table>
<thead>
<tr>
<th>Amend and insert additional text as follows:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Policy H4 – Type and Mix of New Homes</strong></td>
</tr>
<tr>
<td>All residential developments will be required to provide or contribute towards the provision of a good, balanced mix of property types and sizes.</td>
</tr>
<tr>
<td>Developers will be required to demonstrate how their proposal would help create a more balanced housing stock within the District and meet the needs of a range of different groups having regard to specific local needs.</td>
</tr>
<tr>
<td>Particular support will be given to proposals for specialist housing for older people including but not restricted to, extra-care housing. Opportunities for extra care will be sought in the main and rural service centres and other locations with good access to services and facilities for older people.</td>
</tr>
<tr>
<td>In recognition of the ageing population the Council will also require larger housing developments of 11-50 or more units to provide a percentage of market new homes as accessible and adaptable housing (formerly lifetime homes). This will be a matter for negotiation but as a minimum the Council will seek the</td>
</tr>
</tbody>
</table>

To clarify that the Council is proposing to accept starter home provision as part of the overall mix of affordable housing in accordance with national policy.

The thresholds at which accessible and adaptable housing and wheelchair adaptable housing will be sought have been increased to residential schemes of 50 units or more in recognition of the viability impact that these additional requirements will impose of construction costs.

The policy has also been amended in relation to wheelchair housing to clarify that wheelchair adaptable housing will be required and that wheelchair accessible housing (which is more expensive to provide) will be encouraged and that in the case of the latter, this will be restricted to dwellings which the Council is responsible for allocating or nominating a person to live in that
<table>
<thead>
<tr>
<th>MAIN40</th>
<th>Policy H5 – Custom and Self-Build Housing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amend text as follows:</td>
<td></td>
</tr>
</tbody>
</table>

**Policy H5 – Custom and Self-Build Housing**  
In order to address the need for custom and self-build housing, the Council will require all housing developments of 100 or more dwellings to include 5% of the residential plots to be serviced and made available for this purpose. This can include the partial completion of units to be made available for self-finish.  
As an alternative, the developer may provide serviced land for an equivalent number of custom and self-build plots in another dwelling.

The provision of wheelchair accessible dwellings will be encouraged although is not required by this policy. Any wheelchair accessible dwellings that are provided will be restricted to those which the Council is responsible for allocating or nominating a person to live in that dwelling (i.e. affordable housing) in accordance with national policy.

The provision of specialist housing for those with a disability will be supported in principle in accessible, sustainable locations subject to other policies in this plan. The District Council will work with the County Council and other relevant partners to identify suitable sites and opportunities.
suitable, sustainable location.

If any of the serviced plots/units offered for custom/self-build/self-finish remain unsold after 12 months marketing, they may be built out by the developer.

Only where it can be robustly demonstrated that the provision of on-site plots is unviable or cannot be achieved for some other reason and the developer is unable to make off-site provision will the Council waive the 5% requirement.

All schemes will be considered in accordance with the Council's custom/self-build Design Code, checklist contained in the Council’s Design Guide.

The Council will generally control access to custom/self-build housing schemes by establishing and maintaining a Register of Interest of those who wish to become custom builders and meet relevant criteria.

Elsewhere, proposals for custom and self-build housing will be approved in suitable, sustainable locations subject to compliance with other relevant policies of this plan including Policies OS2, H2 and E3.

| **MAIN41** | Paragraphs 5.115 – 5.121c | Amend and insert additional text as follows:  
**Travelling Communities**  
5.115 All Councils are required to make adequate provision to meet the housing needs of Gypsies, Travellers and Travelling Showpeople. Councils should undertake an assessment of need and develop effective strategies to meet those needs through the identification of land for sites.  
5.116 They should set ‘pitch’ targets for gypsies and travellers and ‘plot’ targets for travelling showpeople. The SHMA (2014) does not address the needs of travelling communities but the Council already |

To provide an update on the Council's evidence in relation to the accommodation needs of travelling communities and a factual update on the current availability of sites.

To also provide an update on the Council's approach towards providing sites to meet identified needs including the allocation of a site at Cuckooed Farm and the intention.
has a good idea of how many pitches and plots are needed to meet future needs from a number of previous studies. They should set ‘pitch’ targets for Gypsies and Travellers and ‘plot’ targets for Travelling Showpeople. The SHMA (2014) does not address the needs of travelling communities but the Council commissioned new evidence in 2016 to establish future accommodation requirements in the period up to 2031.

5.117 At present in West Oxfordshire there are ten–eleven authorised Gypsy and Traveller sites, two–three in the northern half of the District (at Burford, Kingham and Chadlington) and eight in the southern half (Standlake, Alvescot, Minster Lovell, Weald, Carterton, Stanton Harcourt, Barnard Gate and Eynsham).

5.118 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. Other than The Furlong at Standlake which is owned and managed by Oxfordshire County Council, all the sites are privately run. There are five–four sites for Travelling Showpeople in the District, all privately owned, at: Cassington, Witney, Shilton, Sutton and Freeland.

5.119 In addition 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.

5.120 In terms of future requirements, in relation to Gypsies and Travellers, the most recent evidence suggests there is a need for around 20 additional pitches in the period up to 2029. For travelling showpeople there is a need for around 27 plots over the same period. Taking into account existing provision there is a shortfall of around 16 pitches for gypsies and travellers and 21 plots for travelling showpeople. In terms of future requirements, in relation to Gypsies and Travellers, the most recent evidence suggests there is a need for further discussions with landowners in relation to provision for gypsies and travellers.
need for around 19 additional pitches in the period up to 2031. For Travelling Showpeople there is a need for around 5 plots over the same period. The 5-year housing land supply requirement for Gypsies and Travellers and Travelling Showpeople is 4 pitches and 3 plots respectively.

5.121 The Council has not yet allocated any specific sites for travelling communities but intends to do so through an early review of this Local Plan. In the interim, a criteria-based approach will be applied in order to deal with any speculative proposals that are submitted to the Council for consideration. Policy H7 below will apply. Investigation into where the 4 additional pitches for Gypsies and Travellers can be accommodated will be continued. Despite a call for sites (through the SHLAA/SHELAA process) no new sites have been put forward. Initial analysis of existing sites shows there is, however, potential for expansion and/or intensification. Now the scale of the need has been established, discussions will re-commence with site owners.

5.121a The existing Travelling Showpeople site at Cuckoowood Farm, Freeland, has been identified as suitable for limited expansion. Pre-application discussions have begun with the owner. The site could accommodate up to 6 additional plots.

5.121b In addition to the pitches and plots identified for the first 5 years, the criteria-based Policy H7 will help to bring forward accommodation to meet the needs of the travelling communities. It is worth noting that while the level of further provision is technically identified as 15 additional pitches, the recent study into accommodation needs has a note of caution. The study explains that, based on national evidence, only 10% of Gypsies and Travellers (but 70% of Travelling Showpeople) now meet the government's definition of the travelling communities. For Gypsies and Travellers, it is likely that the requirement beyond the first 5 years is likely to be closer to 2 additional pitches, rather than 15.
Insert new text as follows:

**Cuckoowood Farm**

5.121d Approval was given in 2009 for a private site to accommodate Travelling Showpeople on 6 plots at Cuckoowood Farm, south of Freeland. Although in open countryside, the site is near to the services and facilities at Eynsham and lies close to the A40, providing easy access to the main road network which is important for the transportation of fair equipment to venues throughout the country. As the peripheral hedgerow planting has become established, so the site has softened into the landscape.

5.121e A field adjoining this established site has been identified as appropriate for expansion. The site has capacity for a further 6 plots, each of which will be large enough for both showpeople accommodation and storage of equipment and will be separated by hedgerow planting. Development will be phased in order to ensure a continual 5-year deliverable supply of plots with 3 plots to be provided in the period 2016 – 2021 and any further provision to be made beyond 2021.

5.121f The landscape of this area is characterised by pockets of woodland and well-established hedgerows. Much of the proposed site’s boundary already consists of hedgerows and trees and two sides are also surrounded by bunding. These features will need to be retained, enhanced and managed in the future to ensure that the site is well-screened, especially from the public right of way that runs along the western boundary. In addition, the northern part of the site should be planted to create a new woodland/copse of local, native species which will compliment Vincents Wood further to the north.

New supporting text to explain the proposed allocation of land at Cuckoowood Farm for the provision of additional accommodation for travelling showpeople. This would be an extension of an existing site allowing for a further 6 plots to be provided thereby meeting the 5-year housing land supply requirement.
The increase in the overall size of the site will mean there are likely to be a substantial number of children living here. Land is identified for a formal recreation play area to serve both the existing and proposed residents.

5.121g  The increase in the overall size of the site will mean there are likely to be a substantial number of children living here. Land is identified for a formal recreation play area to serve both the existing and proposed residents.

Policy H7 – Travelling Communities

New pitches/plots/sites for Gypsies, Travellers and Travelling Showpeople will be provided in accordance with identified needs by:

- **West Oxfordshire will provide at least 19 pitches and 5 plots to meet the needs of Gypsies and Travellers and Travelling Showpeople respectively from 2011 – 2031.**

- **To help achieve a five-year housing land supply, additional provision will be made through:**
  - Expansion and/or intensification of the existing Gypsy and Traveller sites for the provision of 4 pitches.
  - Allocation of land at Cuckoowood Farm, Freeland for an expanded showpeople’s site to provide up to 6 plots (with 3 plots provided by 2021 and any remaining provision made beyond 2021).

To further ensure the availability of adequate accommodation for travelling communities we will also:

- safeguarding existing sites
- extending existing sites where appropriate
- consider the scope to include specific provision as part of the larger strategic development areas including in particular the West Oxfordshire Garden Village.
- bringing forward new sites if required, either through planning

To reflect the Council's new evidence on the accommodation needs of travelling communities and to clearly set out the Council’s proposed approach towards delivering new/expanded sites.

The general criteria have been amended to provide more flexibility to allow speculative applications to come forward whilst retaining suitable control over scale and location.
permission or through the development plan process including allocations in neighbourhood plans.

New sites should meet the following criteria:

- be in or near existing settlements with safe and convenient access to local services and facilities, especially schools, shops and healthcare;
- be well located to the highway and public transport network, as well as having safe and convenient vehicular, cycle and pedestrian access to local services and facilities, especially schools, shops and healthcare;
- be of an appropriate location and scale not to have an adverse impact on environmental or heritage assets and the character and appearance of the surrounding area;
- not conflict with the objectives of Green Belt or AONB designation;
- not be located in areas at flood risk; and
- be designed in accordance with Government’s Good Practice guidance.

<table>
<thead>
<tr>
<th>MAIN44</th>
<th>Policy H8 – Land at Cuckoowood Farm, Freeland</th>
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<tbody>
<tr>
<td><strong>Policy H8 - Land at Cuckoowood Farm, Freeland</strong></td>
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<tr>
<td><strong>Land at Cuckoowood Farm, Freeland to accommodate up to 6 plots for showpeople as an extension to the existing showpeople’s site.</strong></td>
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<tr>
<td><strong>Proposals for development should be consistent with the following:</strong></td>
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<tr>
<td>a) provision of structural landscaping to comprise substantial boundary hedgerows and bunding on the western, northern and southern boundaries and a woodland/copse within the northern section of the site.</td>
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</tbody>
</table>

This is a new policy included to reflect the proposed allocation of land at Cuckoowood Farm for the provision of accommodation for travelling showpeople (an additional 6 plots). This is an extension of an existing site.

The criteria will be used to help determine the acceptability of any proposal that comes forward in conjunction with other relevant plan.
b) provision of satisfactory vehicular access.
c) appropriate measures to mitigate flood risk including the use of sustainable drainage methods to ensure that post-development surface water run-off rates are attenuated to achieve a reduction in greenfield run-off rates. The sustainable drainage systems should be designed to provide a biodiversity enhancement.
d) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements.
e) provision of an area of open space, to include for children’s play.

<table>
<thead>
<tr>
<th>Modification Number</th>
<th>Paragraph/Policy</th>
<th>Proposed modification</th>
<th>Reason</th>
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</thead>
<tbody>
<tr>
<td>MAIN45</td>
<td>Figure 5.3 - Land at Cuckoowood Farm</td>
<td>New Site Plan added in relation to the proposed allocation of land at Cuckoowood Farm, Freeland.</td>
<td>To illustrate the location of the proposed site allocation for travelling showpeople at Cuckoowood Farm.</td>
</tr>
<tr>
<td>Section 6 – Sustainable Economic Growth</td>
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</table>
| MAIN46 | Paragraph 6.12 | Amend text as follows:  

6.12 The skill base of the workforce is good but there is a shortage of workers with technical skills across the area and employers seek improved ‘work readiness’ from school leavers. The Council will therefore seek to encourage measures designed to improve skills such as the use of employment and skills plans whereby larger developments will be encouraged to implement training initiatives to help up-skill the local workforce e.g. use of apprenticeships. The skill base of the workforce is good but there is a shortage of workers with technical skills across the area and employers seek improved ‘work readiness’ from school leavers. The Council will | Amendment to reflect the increasing importance of community employment plans (CEPs) which are being actively promoted by the Oxfordshire Local Enterprise Partnership (LEP). |
therefore seek to encourage measures designed to improve skills such as the use of community employment plans (CEPs) whereby larger developments (typically 1,000 or more homes and/or 4,000 sqm of floorspace) will be encouraged to implement training initiatives to help up-skill the local workforce e.g. use of apprenticeships. CEP’s are already in place at the Westgate Centre re-development in Oxford City, as well as in Cherwell at the NW Bicester Eco-town site.

| MAIN47 | Paragraph 6.13 | Amend text as follows:

6.13   | In accordance with national policy, we must plan for sustainable economic growth to meet the needs of business and address barriers to growth. To achieve our objectives the strategy is to:

- Maintain a flexible supply of land for businesses in accessible locations adjacent to the main towns to support key industrial, manufacturing, and engineering sectors, the Oxford Bioscience Cluster, aviation businesses related to RAF Brize Norton and facilitate investment in the stock of business premises.

- Address transport congestion in towns and on major routes - notably the A40. Although there are proposals to address traffic congestion in Witney, improvements on strategic routes such as the A40 will not be implemented in the short term. We will work in partnership with Oxfordshire County Council to investigate options to improve access to Oxford such as a potential Park & Ride site at Eynsham and bus priority along the A40 west of Oxford.

- Address transport congestion in towns and on major routes - notably the A40. We will work in partnership with Oxfordshire County Council as they look to deliver already funded plans to improve access along the A40 corridor to Oxford through a proposed Park & Ride site at Eynsham and a | To highlight more clearly current transport related issues, priorities and proposed actions including the long-term strategy for the A40 which has emerged since the original draft Local Plan was submitted for examination.

To also highlight more clearly the importance of the District’s heritage.
bus lane along the A40 eastbound into Oxford. We will also work with Oxfordshire County Council to identify funding for their long term strategy for the A40 which will involve dualling between Witney and Eynsham and a westbound bus lane. The delivery of a new junction on the A40 at Downs Road in Witney is critical for businesses in western Witney, and improved access to Carterton is needed to help the town realise its economic potential.

- Provide access to superfast broadband to all premises in the District, including commercial and residential by the end of 2016 and ensure new development is ‘broadband ready’. Improve mobile connectivity through working in partnership with providers.
- Maintain a labour supply with appropriate skills and ‘work readiness’
- Invest in our town and village centres as the first choice for shopping and leisure development to reinforce their role, enhance their environments and manage car parking to ensure they remain accessible and attractive to shoppers and visitors.
- Promote a successful visitor economy which benefits visitors and local communities alike whilst protecting and enhancing the attractive environment and heritage of the District – itself a key economic asset.
- Support a vibrant rural economy through rolling out superfast broadband, facilitating homeworking, small rural business premises and diversified farming and land based sectors.

<table>
<thead>
<tr>
<th>MAIN48</th>
<th>Paragraphs 6.24 – 6.25a</th>
<th>Amend and insert additional text as follows</th>
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<tbody>
<tr>
<td>6.24</td>
<td>In Chipping Norton, there is a shortage of available employment land and with just over 3 hectares identified, not all of which is</td>
<td>To clarify the current availability of employment land at Chipping Norton and the proposed approach towards additional provision through</td>
</tr>
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</table>
available. As such, this Local Plan seeks to provide up to 4.3 hectares over and above the existing level of provision (i.e. up to 7.3 ha) including 1.5 hectares to be provided as part of the East Chipping Norton Strategic Development Area (SDA). In Chipping Norton, there is a shortage of available employment land and with just over 3 hectares identified, not all of which is available. As such, this Local Plan seeks to provide 9 hectares of business land at Chipping Norton to be provided as part of the East Chipping Norton Strategic Development Area (SDA) on land to north of London Road.

6.25 The Eynsham – Woodstock sub-area has been identified in the Council’s recent economic evidence as being particularly important for the local economy benefitting from a proximity to Oxford and the Oxfordshire ‘knowledge spine’. As such, the local plan sets out a commitment to securing additional employment land provision in this area although at the present time no specific sites have been identified. As such, this plan identifies that as part of the planned garden village to the north of Eynsham, a new science/business park of around 40 hectares will be provided to meet current and future long-term needs (including those beyond 2031). Further detail is set out at Section 9 – Strategy at the Local Level.

6.25a At Witney, in addition to the existing commitments in the western part of the town (20ha) there may be potential for further business land provision to the west of Downs Road forming a logical extension of the existing adjoining employment areas and also taking advantage of the improved accessibility onto the A40 to be created through the proposed Downs Road/A40 junction. This area is therefore identified as an area of future long-term development potential (see Policy WIT4).

<table>
<thead>
<tr>
<th>MAIN49</th>
<th>Paragraph 6.28</th>
<th>Insert additional text as follows:</th>
<th>To reflect the Council’s position in relation to the use of Article 4 directions to restrict the change of</th>
</tr>
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<tbody>
<tr>
<td>6.28</td>
<td>6.28</td>
<td>Non-employment uses may also be allowed on employment sites where they offer community benefits which cannot otherwise be</td>
<td>the East Chipping Norton Strategic Development Area (SDA).</td>
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<td></td>
<td></td>
<td>To also reflect the proposed provision of a new science park as part of the proposed garden village to the north of Eynsham which is intended to meet development needs to 2031 and beyond.</td>
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<td>To also reflect the identification of land west of Downs Road as an area of long-term development potential including for additional business use.</td>
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<tr>
<td>MAIN50</td>
<td>Policy E1 – Land for Employment</td>
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Amend text as follows:

**Policy E1 – Land for Employment**

**Provision of New Employment Land**

Employment Development Land and Employment Sites are those which include predominantly office-based, industrial or storage and distribution activities (B class uses) or related sui generis uses. Including existing commitments, the following Employment Development Land provision is identified to meet employment needs:

- **Witney** – 20ha to the west of Witney with land to the west of Downs Road identified as an ‘area of future long-term development potential’ (See Policy WIT4).

- **Carterton** – 5ha at West Oxon Business Park and Land at Ventura Park with further consideration to be given to additional sites for employment use in appropriate locations as required with the overall objective of securing an additional 10 hectares of employment land in a suitable, sustainable location or locations. This will include the provision of around 4ha on land on the corner of Monahan Way and Carterton Road which is allocated for employment use subject to relocation of the existing sports use of business premises.

To identify land west of Downs Road as an area of future long-term development potential for Witney including the provision of new land for business.

Also to formally allocate land at Monahan Way Carterton for business land provision (subject to replacement of the existing open space).

To also reflect the proposed approach towards additional business land provision as part of the East Chipping Norton SDA and the West Oxfordshire Garden Village SDA.
pitches.

- Chipping Norton - at least 4.5 hectares and up to 7.3 hectares of employment land located on the eastern side of the town 9 hectares of employment land to be provided as part of the Land East of Chipping Norton Strategic Development Area (SDA).

- West Oxfordshire Garden Village – around 40 hectares of employment land in the form of a campus-style 'science park' to be taken forward through an Area Action Plan (AAP).

- Other Towns Villages and Rural Areas – At least 5ha within existing commitments with 2ha at Lakeside Standlake (previous Local Plan allocation).

The take up of land for employment will continue to be monitored and the need for further provision considered through Neighbourhood Plans and any future Local Plan review.

Where justified, new employment allocations may be subject to an Article 4 Direction in the interests of safeguarding local employment opportunities. Proposals for new employment premises and sites may be subject to a condition limiting permitted development rights to protect the employment use.

**Existing Employment Sites**

Proposals to improve the effectiveness of employment operations on existing employment sites will be supported where commensurate with the scale of the town or village and the character of the area. This may include redevelopment, replacement buildings or the expansion of existing employment uses.

Non-employment uses on employment sites will be resisted except in the following circumstances:

- where it can be demonstrated that the site or premises are not
reasonably capable of being used or redeveloped for employment purposes; or
- where the site or premises are considered unsuitable on amenity, environmental or highway safety grounds for employment uses; or
- where the proposed use includes community, leisure, or retail uses which are complementary and compatible to the functioning of the employment site and the local community, and conform with Policy E6 – Town Centres; or
- where substantial community benefits would be achieved by allowing alternative forms of development.

| MAIN51 | Paragraphs 6.31 – 6.32 | Amend and insert additional text as follows:

6.31 In the interest of sustainable development, our strategy directs larger businesses and employers to the main service centres Witney, Carterton, Chipping Norton and the Eynsham area which have generally better transport connections, but continues to support the rural economy through a positive approach towards homeworking, flexible working practices, small rural business premises and diversifying the land based sector. Tourism and leisure activities, such as walking, cycling and horseriding, are also significant and are considered in the policies that follow.

6.31a As part of this general approach there will be the proposed science/business park element of the planned garden village to the north of Eynsham. The garden village will in itself form a new rural service centre for the District. The scale of proposed employment uses at around 40 ha will be well in excess of what would typically be sought at a rural service centre. However, given the strategic location of the site in close proximity to the A40 and Oxfordshire knowledge spine and the intention that this new settlement will play a strategic role for the wider area up to 2031 and beyond, the scale of this business opportunity is appropriate. Detailed To reflect the increasing importance of Eynsham in relation to business land provision including the proposed science park element of the West Oxfordshire Garden Village proposal.
6.32 Development - The development of new small employment sites within and adjacent to Rural Service Centres and Villages will be supported where they are commensurate with the scale and character of the area. Small employment sites are considered those up to 500sqm (gross internal) and should not have unacceptable adverse impacts on local communities and the character of the countryside, particularly in terms of traffic, noise, lighting and visual impact.

Policy E2 - Supporting the Rural Economy

New small employment sites in or adjacent to Service Centres and the Villages as listed in Table 4.1 will be supported where they are commensurate with the scale of the centre or village settlement and the character of the area.

Elsewhere new and replacement buildings will be allowed where required for diversification proposals which are fully integrated with an existing farm business or where they meet a specific business need which cannot otherwise be met in a more sustainable location.

Development proposals which are necessary for agricultural production or which make a positive contribution to farm or country estate diversification will be supported where they:

- are supported by or operate as part of and will continue to add value to a viable core farm/estate business; and
- remain compatible and consistent in scale with the farm/estate operation and a countryside location; and
- re-use existing buildings where feasible in accordance with Policy E3.

For improved clarification and also to ensure that any new building is suitably located with regard to scale, the type of proposed use, accessibility and potential impact on character and amenity.
Any new building(s) must be suitably located for the scale and type of the proposed use and have regard to the level of accessibility to settlements, facilities and services and impact on the character and amenity of the area.

Farm shops will be permitted where they form part of a diversification scheme to sell produce from the farm or farms in the immediate vicinity and do not demonstrably undermine the viability and vitality of shopping provision in existing villages. Conditions will be imposed to limit the proportion of goods from other sources.

Development proposals for new or replacement buildings may be subject to a condition to safeguard their use in the interests of the local economy.

The Council will seek to secure access to superfast broadband and improved mobile telecommunications in rural areas and subject to compliance with other relevant policies, will adopt a positive approach to well-designed proposals to facilitate homeworking and flexible working practices (such as live-work units) which maintain the amenity of existing residents. All new development will be required to demonstrate that the necessary infrastructure is in place or will be provided to enable access to superfast broadband.

| MAIN53 | Paragraph 6.49 | Amend and insert additional text as follows:

If the principle of conversion is accepted, it is important that detailed proposals respect or improve the original character of the building. The condition of the building and the methods of construction should be understood before significant works of repair or alteration are undertaken. Loss of historic fabric should be minimised and repairs should be carried out using appropriate materials. Further guidance is available in the West

To emphasise the importance of features of historical or architectural significance being retained in converting existing buildings.

Factual update on the name of Historic England. |
| MAIN54 | Policy E3 – Re-Use of Non-Residential Buildings | Insert and amend text as follows:

**Policy E3 - Re-use of Non-Residential Buildings**

The Council supports the re-use of traditional buildings for employment, tourism and community uses to support the rural economy where the following criteria are met:

a) the existing form and design of the building(s) positively contribute to the character of the area, and;

b) the building(s) are capable of conversion to the proposed use without necessitating alteration(s) or extension (s) which would harm the form of the original building and without removing features of historic, architectural or nature conservation interest, and;

c) the building(s) are suitably located for the scale and type of the proposed use, having regard to the level of accessibility to settlements, facilities and services and impact on the character and amenity of the area.

The re-use of non-traditional buildings including modern farm buildings, for employment, tourism and community uses will be supported within or adjoining Service Centres or Villages, or where it forms part of an agricultural holding and the proposal is part of a farm diversification scheme under Policy E2 or where re-use would address a specific local need which cannot be met in an alternative way. This is provided that the following criteria are met:

a d) the general character and form of the building(s) are not harmful to the surroundings; and

To emphasise the importance of features of historic significance being retained in converting existing buildings.

Minor formatting change to numbering of criteria made for ease of reference and to avoid duplication.
Policy E4 – Sustainable Tourism

Tourism and leisure development which utilises and enriches the natural and built environment and existing attractions of West Oxfordshire to the benefit of visitors and local communities will be supported.

New tourist and visitor facilities should be located within or close to Service Centres and Villages and reuse appropriate existing buildings wherever possible. In small villages, hamlets and the open countryside, new tourism and visitor facilities may be justified in the following circumstances:

- where there is a functional linkage with a particular countryside attraction; or
- the nature of the tourist and visitor facility is such that it could not reasonably be located within or close to Service Centres and Villages; or
- to secure the diversification of a farm enterprise or country estate in accordance with Policy E2; or
- the proposal will re-use an appropriate building in accordance with Policy E3

Subject to specific locational or functional requirements, the town centre first approach will be applied to tourism and leisure development, including hotels.

Proposals in the Cotswolds AONB should conserve the landscape quality and biodiversity of the area and support the objectives of the Cotswolds AONB Management Plan and Sustainable

To ensure that appropriate consideration is given to the potential location of a proposed tourism activity within or close to the District’s service centres and villages.

Also to reflect the fact that it will always be appropriate to enhance ecological, landscape and heritage value.

Minor amendment in relation to the role of Oxfordshire County Council as Mineral Planning Authority.
Tourism Strategy.

In the Lower Windrush Valley the Council will continue to work with the Lower Windrush Valley Project and the County Council as Minerals Planning Authority to identify appropriate opportunities for tourism and leisure development. Proposals which complement the rural character of the area and deliver comprehensive long term recreational access, community or nature conservation benefits will be supported.

The Council, working in partnership with other organisations, will support tourism and leisure proposals which are sensitive to and where appropriate enhance the ecological, landscape and heritage value of the River Thames. The provision or extension of permanent base moorings and associated facilities will be allowed in suitable locations off the main river channel, provided these do not harm the ecological, landscape or heritage value of the river and provide an enhancement where possible.

<table>
<thead>
<tr>
<th>MAIN56</th>
<th>Paragraph 6.84</th>
<th>Insert additional text as follows:</th>
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<tbody>
<tr>
<td></td>
<td>6.84</td>
<td>The Council will continue to work with communities to promote and enhance the attractiveness of all town centres addressing, where possible, issues of publicity, security, parking and accessibility, and improvements to the public realm. <strong>Enhancing the character and improving the environment of town centres is an important part of strengthening their role.</strong> The older town centres in West Oxfordshire have distinct and historic characters, strongly influenced by Cotswold building designs and materials, and by their roles as market towns. The conservation, enjoyment and enhancement of their historic environment is a significant consideration.</td>
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</table>

To add specific reference to the historic significance of the Witney, Chipping Norton, Burford and Woodstock’s town centres.
<table>
<thead>
<tr>
<th>Modification Number</th>
<th>Paragraph/Policy</th>
<th>Proposed modification</th>
<th>Reason</th>
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<tbody>
<tr>
<td>MAIN57</td>
<td>Paragraph 7.9</td>
<td>Amend text as follows:</td>
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<td></td>
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<td>7.9  This has been a key consideration in the development of the overall plan strategy (see Policy OS2) which seeks to focus the majority of a significant proportion of future growth at Witney, Carterton and Chipping Norton and the Eynsham area, where there are already good opportunities for walking, cycling and using public transport and the ability-potential to make further, tangible improvements.</td>
<td>To reflect the increasing role of Eynsham in meeting identified needs and for improved clarity.</td>
</tr>
<tr>
<td>MAIN58</td>
<td>Paragraph 7.18a</td>
<td>Insert new text as follows:</td>
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<td></td>
<td></td>
<td>7.18a In particular it is envisaged that the proposed new garden village to the north of the A40 near Eynsham will be a comprehensive, mixed-use development that includes not only a significant proportion of new homes but also new business space, transport hub, community facilities including education as well as open space and leisure. The provision of this mix of different uses will help to promote a strong degree of ‘self-containment’ ensuring that residents of the new village are less dependent on travelling to other locations to fulfil their needs. The location of the new business space next to a new transport hub, which will include Park and Ride facilities, will enable it to play a strategic role in enhancing the ‘self-containment’ of the District as a whole.</td>
<td>To reflect the proposed allocation of land north of Eynsham for a new garden village which will have a strong emphasis on self-containment in accordance with key garden village principles as well as the provision of excellent transport links including a new park and ride site.</td>
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<tr>
<td>MAIN59</td>
<td>Policy T1 – Sustainable Transport</td>
<td>Amend and insert additional text as follows:</td>
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</tbody>
</table>
|                    |                 | Policy T1 – Sustainable Transport  
Priority will be given to locating new development in areas with convenient access to a good range of services and facilities and where the need to travel by private car can be minimised, due to | To emphasise more clearly the importance of walking, cycling and public transport in minimising the need to travel by private car. |
opportunities for walking, cycling and the use of public transport, particularly where this would help to reduce traffic congestion on the routes around Oxford and the Air Quality Management Areas at Witney and Chipping Norton.

In addition to this;

- All new development will be designed to maximise opportunities for walking, cycling and the use of public transport, ensure the safe movement of vehicles and minimise the impact of parked and moving vehicles on local residents, business and the environment

- To promote increased home working and telecommuting, all new residential and commercial developments will be required to make provision for superfast broadband.

- Mixed-use developments will be supported in principle in accessible, sustainable locations subject to compliance with other relevant local plan policies.

Proposals for new developments that have significant transport implications either in themselves or in combination with other proposals will be required to include a Transport Assessment (TA), and where necessary a travel plan, in accordance with County Council requirements.

Also to more clearly state the requirement for development to be supported by a Travel Plan.

<table>
<thead>
<tr>
<th>MAIN60</th>
<th>Paragraphs 7.23 – 7.28</th>
<th>Amend and insert additional text as follows:</th>
<th>To provide an update on the current position in relation to proposed improvements to the A40 including short-term measures and the longer-term strategy.</th>
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<tr>
<td>7.23 A40</td>
<td>The A40 is the main east-west transport route with congestion on the section between Witney and Oxford being amongst the most severe transport problems in Oxfordshire and acting as a potential constraint to economic growth. One cause of the congestion is insufficient capacity at the Wolvercote and Cutteslowe roundabouts (outside the District) with the traffic lights and junctions at Eynsham and Cassington (inside the District) also a</td>
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<tr>
<td>7.24</td>
<td>Importantly the problems on the A40 lead to the displacement of traffic onto other routes as drivers seek an alternative. This increases the number of cars using the A4095 through Long Hanborough and Bladon (to the detriment of those communities) and in turn, vehicle numbers on the A44 Woodstock Road into Oxford. Displacement of traffic onto the B4044 is also a problem. Further development in the District will put additional pressure on these highly trafficked routes.</td>
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<tr>
<td>7.25</td>
<td>The problems with the A40 are long established and in light of this, Oxfordshire County Council has started to develop secured significant funding to undertake the A40 Oxford Science Transit Phase 2 project – a central element of the Oxfordshire Growth Deal which will bring together local, national and private funding to</td>
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focus on four key priority areas identified in the Oxfordshire Local Enterprise’s Partnership’s (LEP) Strategic Economic Plan\(^\text{12}\) including improved connectivity.

7.26 Under the first two rounds of the Local Growth Fund, the Oxfordshire LEP has secured a total of £108.5m £118.4m funding from central Government with £9.2m of new funding for 2015/16 and £53.7m for 2016/17 to 2021. Of this, £35m will be used to deliver the Oxford Science Transit project which will include Additionally, £35m has been secured to deliver measures to expand the integrated public transport system along the Oxfordshire knowledge spine and to deliver major enhancements to the A40 between Oxford and Witney. This project will deliver the preliminary stage of the longer term A40 strategy.

7.27 Oxfordshire County Council has prepared a baseline study looking at current conditions on the A40 and are in the initial stages of considering a package of measures to help alleviate congestion on the A40. At this stage the outcome and timing of any firm recommendations are not yet known but we will continue to work in partnership with the County Council and other relevant partners including the LEP and Oxfordshire Growth Board to ensure the timely delivery of necessary improvements. Oxfordshire County Council prepared a baseline study looking at current conditions on the A40 in 2015 and since then have begun to consider a package of measures to help alleviate congestion on the A40. To tackle congestion in the short to medium term, the County Council is seeking to deliver a new park and ride site of 1,000 spaces to the north of the A40 near Eynsham together with the provision of a new eastbound bus lane along the A40. The

\(^\text{12}\) www.oxfordshirelep.org.uk
scheme will deliver a series of improvements to the A40 between Cuckoo Lane at Eynsham and Duke’s Cut canal bridge near Wolvercote seeking to reduce congestion and Oxford-bound car trips. Scheme designs are currently being worked up and will be consulted on in late 2016. The proposed A40-A44 link road will provide a new strategic linkage from the A40 corridor to the A34 and M40.

7.27a Oxfordshire County Council is also in the process of looking at longer-term solutions to the A40 itself and held a consultation in autumn 2015 called ‘Investing in the A40’. Views were sought on a number of concepts for a long term strategy for tackling the existing and future congestion issues on the A40 corridor – in particular between Witney and Oxford. The options included an A40 bus lane (west-bound) a guided busway, additional dualling of the A40, a Witney to Oxford train service and a Witney to Oxford tram.

7.27b The results of the consultation and recommendations for taking the project forward were considered in May 2016 and it was agreed that the west bound bus lane would be taken forward together with additional dualling of the A40 between Witney and Eynsham. The anticipated cost of these improvements is £55m and there is no current funding available.

7.28 In light of the potential ‘funding gap’, where appropriate, we will seek contributions from new development towards solutions to the A40 and also the A44 congestion problems on the approaches to Oxford.

MAIN61 Paragraphs 7.32 – 7.35 Amend text as follows:

7.32 In addition to the improvements to the Ducklington Lane junction which have already been completed, the following strategic highway schemes have been identified as being necessary to support the quantum and distribution of planned housing and To recognise that the East Witney SDA will facilitate delivery of the Shores Green junction and that complementary improvements to Bridge Street will be sought.
employment growth at Witney:

- **Downs’ Road Road junction** – the provision of a new ‘all movements’ junction onto the A40 at Downs’ Road to the west of Witney. This will be delivered as part of the committed urban extension to the west of Witney (north Curbridge).

- **Shore’s Green Slip Roads** - the provision of west facing slip roads at the Shore’s Green junction onto the A40 to the east of Witney. This will be delivered as part of the committed urban extension to the west of Witney (north Curbridge).

- **West End Link** – the provision of a new road link between Woodford Way and West End creating a second river crossing for Witney.

- **Northern Distributor Road** – the provision of a new road link between Hailey Road and Woodstock Road via New Yatt Road.

7.33 LTP4 envisages that these schemes will come forward sequentially with the Ducklington Lane improvements happening first (now completed) followed by the A40/Downs Road junction followed by the Shore’s Green Slip Road scheme and associated improvements at Bridge Street. Whilst not specified in LTP4, the inference is that the West End Link and Northern Distributor Road would follow on from these other strategic highway improvements. Whilst these schemes cannot be expected to eliminate traffic congestion in

Also to clarify that the North Witney SDA will facilitate the delivery of the West End Link.

To provide additional information about the likely timing of these various schemes.

Other minor changes made for improved clarification.
Witney, they will help to mitigate the impacts of the developments that are proposed to deliver them and as a combined package of measures, will have a number of wider benefits that justify them being safeguarded and taken forward through the Local Plan.

7.33a  The Downs Road junction will have a number of demonstrable benefits not least the fact that the large number of businesses located on the western side of Witney will be able to access the A40 directly instead of using Deer Park Road and Thorney Leys. New residents of the committed urban extension to the west of Witney will also be able to conveniently access the town centre via the A40 should they wish to.

7.34  The Shores Green Slip Roads scheme will for example allow those living in the east and north east areas of Witney to access the town centre from the south by using the A40 instead of travelling along Oxford Hill and Bridge Street. Similarly, a proportion of drivers wishing to access the A4095 will be able to do so via Jubilee Way rather than via Bridge Street and Woodstock Road.

7.35  The Downs Road junction will have a number of demonstrable benefits not least the fact that the large number of businesses located on the western side of Witney will be able to access the A40 directly instead of using Deer Park Road and Thorney Leys. New residents of the committed urban extension to the west of Witney will also be able to conveniently access the town centre via the A40 should they wish to.

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**MAIN62**

<table>
<thead>
<tr>
<th>Paragraphs 7.43 – 7.43b</th>
<th>Insert additional text as follows:</th>
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<tbody>
<tr>
<td>7.43  Chipping Norton</td>
<td>Chipping Norton sits astride the crossing of the A44 and A361, with the heavily used lorry route to and from the Evesham area passing through the Town Centre. As a result, an Air Quality Management Area has been designated on Horsefair and Banbury Road, which could act as a constraint to new development if</td>
</tr>
</tbody>
</table>

To reflect the proposal to deliver an eastern link road as part of the East Chipping Norton SDA. To also summarise recent transport evidence which suggests the provision of such a link could divert a proportion of HGV movements out of the town.
unresolved. An Action Plan was approved in 2008 containing a range of measures aimed at improving air quality, primarily through reduction of HGV movements. We will continue to work with the County Council to deliver these objectives (see Section 9).

7.43a In recognition of the need to reduce the movement of vehicles in general and HGVs in particular through Chipping Norton, a key component of the East Chipping Norton (Tank Farm) Strategic Development Area (SDA) is the proposed delivery of an eastern link road which it is envisaged will connect the Burford Road/Charlbury Road to London Road and onto the Banbury Road to the north.

7.43b Recent transport evidence commissioned by the County Council suggests that the provision of an eastern link road for Chipping Norton would not only help to mitigate the traffic impact of the additional housing at Tank Farm but would also have benefits for through traffic compared to a smaller development effectively served by a cul de sac arrangement. Furthermore, coupled with appropriate HGV restrictions on key sections it might be possible to reduce the volume of HGVs running along the High Street by as much as! 45% in the AM peak period and 37% in the PM peak period, thereby having a significant air quality benefit. The provision of this strategic road link is therefore a prerequisite of the proposed SDA which has been increased in size from the original draft proposal (see Section 9).

To highlight the potential opportunity to deliver a new western link road for Eynsham as part of the proposed West Eynsham SDA.

To also highlight the strategic
improvements. Whilst the proposals are at a relatively early stage and will be worked up in more detail through an ‘Area Action Plan’ (AAP) it is anticipated that land to the west of Eynsham, in being brought forward as a comprehensive, strategic urban extension to the village has the potential to deliver a new western link road connecting the A40 to the B4449 to the south of Eynsham. This would help to reduce the amount of ‘through-traffic’ in Eynsham and provide improved access to the A40 for the established employment areas to the south.

7.43d To the north of Eynsham, the scale of the proposed new garden village settlement is such that it offers the potential to deliver a number of strategic highway improvements. This will include the provision of a new 1,000 space park and ride site being delivered as part of the Science Transit project (see ‘Public Transport’ below).

7.43e As the garden village proposal is at a very early stage, other potential strategic improvements have not yet been determined in detail but are likely to include a new road connection with the A40, potentially linking with the proposed western bypass and thereby allowing easy access to the B4449 to the south.

7.43f A new main road is also likely to be provided through the garden village site connecting the A40 with Cuckoo Lane and Lower Road to the east thereby allowing greater journey choice and facilitating easier access to Hanborough Railway Station. The proposed development also provides the opportunity to create an iconic ‘feature bridge’ across the A40 connecting the new village with Eynsham to the south. This will allow existing and new residents and employees convenient access between the two areas and into open countryside beyond.

7.43g Other strategic highway improvements may be identified as the proposals are worked up in more detail through the proposed Area Action Plan (AAP) process (See Section 9). This will include

transport opportunities presented by the proposed garden village to the north of Eynsham.
consideration of improvements in the wider area including for example the Swinford Toll Bridge to reduce congestion at peak times.

<table>
<thead>
<tr>
<th><strong>MAIN64</strong></th>
<th>Policy T2 – Highway Improvement Schemes</th>
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<tbody>
<tr>
<td>Amend and insert additional text as follows:</td>
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<tr>
<td><strong>Policy T2 – Highway Improvement Schemes</strong></td>
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<tr>
<td>All development will be required to demonstrate safe access and an acceptable degree of impact on the local highway network.</td>
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<tr>
<td>Development proposals that are likely to generate significant amounts of traffic, shall be supported by a Transport Assessment (TA) and where appropriate, a Travel Plan.</td>
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<tr>
<td>Where necessary to mitigate the impact of development and support planned growth, contributions will be sought from new development towards new and/or enhanced highway infrastructure either directly as part of the development or in the form of an appropriate financial contribution.</td>
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<tr>
<td>The following strategic highway infrastructure schemes are proposed to be safeguarded and delivered as part of the committed and allocated urban extensions and new Garden Village identified in this Local Plan:</td>
<td>To clarify the requirement in relation to the submission of a Travel Plan.</td>
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<tr>
<td>- Downs Road junction, Witney</td>
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<tr>
<td>- Shores Green Slip Roads, Witney</td>
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<tr>
<td>- West End Link Road, Witney</td>
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<tr>
<td>- Northern Distributor Road, Witney</td>
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<tr>
<td>- <strong>Eastern Link Road, Chipping Norton</strong></td>
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<tr>
<td>- <strong>Western Link Road, Eynsham</strong></td>
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<tr>
<td>- <strong>Northern Link Road, West Oxfordshire Garden Village</strong></td>
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<tr>
<td>To reflect the proposed strategic highway infrastructure schemes identified as part of the proposed main modifications including new link roads, west and north of Eynsham and east of Chipping Norton.</td>
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<tr>
<td>To also clarify the proposed approach in relation to improvements to the A40.</td>
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</table>
The Council will continue to support the provision of A-road access to Carterton via the B4477 together with the provision of west facing slip roads at the junction of the A40 and B4477. Contributions will be sought from new development as appropriate.

The Council will continue to work in partnership with Oxfordshire County Council in relation to securing improvements to the A40 between Eynsham and Oxford including the potential provision of a new park and ride site at Eynsham and associated bus priority measures.

The Council will continue to work in partnership with Oxfordshire County Council in relation to securing improvements to the A40 between Witney and Oxford. This will include the provision of an eastbound bus lane in conjunction with the proposed park and ride at Eynsham to help address congestion in the short to medium term, together with longer term improvements including the provision of a westbound bus lane from Oxford to Eynsham and dualling of the A40 between Witney and Eynsham.

Contributions will be sought from new development and other potential sources of funding as appropriate.

In addition, the Council will work in partnership with the County Council to deliver other ‘non-strategic’ highway improvements necessary to support the quantum and distribution of growth identified in the Local Plan with contributions to be sought from new development as appropriate.

<table>
<thead>
<tr>
<th><strong>MAIN65</strong></th>
<th><strong>Paragraph 7.54</strong></th>
<th>Amend text as follows</th>
<th><strong>To clarify the proposed approach in relation to new park and ride at Eynsham as well as the anticipate scale.</strong></th>
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<tbody>
<tr>
<td><strong>7.54</strong></td>
<td><strong>The County Council have identified a need for a remote park and ride in West Oxfordshire to alleviate congestion on the approaches to Oxford. A potential site has been identified at Eynsham and this is included in the Council’s IDP. It is anticipated</strong></td>
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that the park and ride site will be delivered in conjunction with the improvements that are proposed to the A40 as part of the Oxfordshire science transit project, part of which is focused on tackling the current traffic problems between Eynsham and the Wolvercote roundabout on the edge of Oxford. As highlighted above, the County Council have identified a need for a remote park and ride at Eynsham. It is anticipated that the park and ride site will be delivered in conjunction with the improvements that are proposed to the A40 as part of the Oxfordshire science transit project, part of which is focused on tackling the current traffic problems between Eynsham and the Wolvercote roundabout on the edge of Oxford. The new park and ride site will have 1,000 parking spaces and will form an integral part of the proposed garden village north of the A40 near Eynsham providing fast and frequent bus services into Oxford.

<table>
<thead>
<tr>
<th>MAIN66</th>
<th>Paragraphs 7.57 – 7.59</th>
<th>Amend and insert additional text as follows:</th>
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<tr>
<td>7.57</td>
<td>There is one passenger station on the Oxford/Birmingham line at Tackley and seven on the Cotswolds and Malvern line including Long Hanborough, Combe, Finstock, Charlbury, Ascott under Wychwood, Shipton under Wychwood and Kingham. The largest stations used by most passengers and served by the greatest number of train services are Charlbury, Kingham, Long Hanborough and Tackley. Car parking capacity is an important consideration for a number of stations.</td>
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<tr>
<td>7.57a</td>
<td>Passenger growth on the Cotswold line has been significant with exceptional growth at Hanborough (up 239%) and at the busiest station on the line at Charlbury (up 30%)(^{13}). LTP4 highlights the fact</td>
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<td>To highlight the importance of car parking capacity at railway stations and to provide a factual update in relation to proposed rail-related improvements in the District</td>
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\(^{13}\) Source: LTP4 Volume 3: Rail Strategy
that there is significant demand and yet further passenger growth is being suppressed by train capacity and poor access to some rural stations. There is potential for further growth with the introduction of an hourly service in December 2018. New trains will bring increased capacity with additional seating and will also achieve faster journey times, with some services from Hanborough reaching London Paddington in 63 minutes.

7.57b LTP4 identifies a strategic aspiration to develop Hanborough Station as a transport hub to help reduce congestion on the A40 as part of an overall package of public transport measures. To fulfil its potential, the station will require a larger car park, footbridge and new platform so any trains extended from Oxford can terminate and turnaround. To fully realise the potential of the railway, further redoubling will be required at the eastern and western ends of the line, between Wolvercot Junction and Hanborough, and from west of Evesham towards Pershore. This would allow up to three trains per hour to Hanborough and/or Charlbury and two trains per hour between London and Worcester, with a journey time under two hours.

7.57c In light of the proposed improvements to Hanborough Station a key element of the proposed garden village to the north of Eynsham will be the provision of improved connectivity between the new settlement and the station particularly by bus and cycle. This is addressed in more detail in Section 9.

7.58 Notably, none of the three main towns (Witney, Carterton and Chipping Norton) are directly served by rail although there are bus links to Kingham station from Chipping Norton and to Long Hanborough from Witney.

7.59 In addition to the improvements outlined above, Oxfordshire County Council’s draft rail strategy LTP4 identifies a number of other potential improvements to rail services within West Oxfordshire. The District Council will continue to work in
partnership with the County Council and rail providers to further investigate the potential delivery of the various schemes and aspirations that have been identified, particularly in line with the emerging LTP4 and the proposed final rail strategy.

### Section 8 – Environmental and Heritage Assets

<table>
<thead>
<tr>
<th>Modification Number</th>
<th>Paragraph/Policy</th>
<th>Proposed modification</th>
<th>Reason</th>
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<tbody>
<tr>
<td>MAIN67</td>
<td>Paragraph 8.12 and footnote</td>
<td>Insert additional text as follows: 8.12 The landscape and biodiversity of an area are inter-related. In the same way as West Oxfordshire has a rich and diverse landscape, so too does it contain a rich variety of habitats, which support a wide range of legally protected species, priority species and other wildlife (including those listed in the NERC Act Section 41 list). Both reflect the underlying soils and geological diversity of the area. About 4% of the District’s countryside falls within sites identified for their biodiversity or geological importance, including 29 Sites of Special Scientific Interest and the internationally important Cassington Meadows Special Area of Conservation (SAC), part of the Oxford Meadows SAC(^4).</td>
<td>To highlight the importance of priority species and the NERC Act. Also to reflect the Council’s commitment to partnership working in relation to air quality matters to address issues identified through the Council’s Habitats Regulations Assessment (HRA).</td>
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</table>

\(^4\) The Oxford Meadows Special Area of Conservation (SAC), part of which is within West Oxfordshire’s boundary, is designated by the European Commission as being of European importance for its biodiversity interest. A Habitat Regulations Assessment (HRA) concluded that in order to ensure the Local Plan will have no likely significant adverse effect on the integrity of the SAC, a partnership approach should be adopted to monitor air quality and a framework of air quality measures be adopted. The HRA identified two key issues were, however, identified - air quality and recreational pressure as key issues. Further assessment of these issues will need to be made if more detailed proposals (for example through neighbourhood plans or a planning application) are likely to have a significant impact, in particular to ensure that there will not be any localised adverse effects resultant from construction or increased road trips within 200m of the European sites.
### Paragraph 8.16

Insert additional text as follows:

8.16 *Networks of natural habitats provide a particularly valuable resource and need protection and, where possible, reinforcement, integration and expansion, creating links between fragmented habitats to create greater coherence and resilience, not least because this will increase the opportunity for species and habitats to adapt to climate change and other pressures. Landscape features such as hedgerows, woods, rivers, meadows, ponds and floodplains can be invaluable components of these networks, providing wildlife corridors and stepping-stones in both urban and rural areas. The early identification of features of value is needed in any development proposal to ensure adequate measures are taken for their incorporation, enhancement and protection. In order to identify how such features within a development site form part of a wider ecological network, the landscape context of the site and the habitat connectivity beyond its boundaries should be taken into account.*

### Paragraphs 8.21 – 8.23

Amend and insert additional text as follows:

8.21 *Development proposals affecting or related to these and other ecologically important areas will be expected to ensure that any potential harm is avoided. However in exceptional cases when harm cannot be avoided then the proposed works will need to be fully mitigated and compensated in order to include enhancements. Some potential areas of improvement are identified in the Infrastructure Delivery Plan (IDP). In order to ensure there is no net loss to biodiversity, the incorporation of biodiversity in and around developments will be a requirement. Development To clarify the Council’s approach in relation to development that affects or relates to an ecologically important area.*
proposals affecting or related to these and other ecologically important areas will be expected to ensure that any potential harm is avoided. However in exceptional cases when harm cannot be avoided, then the impact on biodiversity will need to be fully mitigated and/or compensated. Some potential areas of improvement are identified in the Infrastructure Delivery Plan (IDP). In order to ensure there is no net loss of biodiversity, the enhancement of biodiversity within developments will be a requirement, for example, habitat creation and provision of features for species.

8.22 Only when all methods of avoidance and on-site mitigation have been fully explored and proven to the LPA that they cannot be satisfactorily achieved on site will biodiversity offsetting be considered for an exceptional development case. Biodiversity offsetting is a mechanism used to secure compensation for the impacts of a development by creating or restoring for the creation or restoration of important habitats elsewhere. Not all habitats, however, can be re-created; ancient woodland, for example, is irreplaceable, having evolved over centuries, with a complex interdependency of geology, soils, hydrology, flora and fauna.

8.23 In addition to the more strategic approach to habitat enhancement and creation, there are relatively small measures that can be undertaken through the development process that cumulatively will bring benefits for biodiversity, including incorporating integral bird and bat boxes, such as planting of native trees, shrubs and wildflowers and providing wildlife friendly landscaping such as green walls, roofs and balconies. In addition to the more strategic approach to habitat enhancement and creation, there are relatively small measures that can be undertaken through the development process that cumulatively will bring benefits for biodiversity, including incorporating integral bird and bat boxes into buildings, such as planting native trees, shrubs and wildflowers, planting ornamental plants with recognised wildlife value and...
providing wildlife friendly landscaping such as green walls, roofs and balconies. ‘Biodiversity and Planning in Oxfordshire’ (2014) provides valuable information, guidance and best practice for developers on a range of biodiversity issues.

<table>
<thead>
<tr>
<th>MAIN70</th>
<th>Policy EH2 - Biodiversity</th>
<th>Amend text as follows:</th>
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<tr>
<td></td>
<td></td>
<td><strong>Policy EH2 - Biodiversity</strong></td>
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<td>The biodiversity of West Oxfordshire shall be protected and enhanced to achieve an overall net gain in biodiversity and minimise impacts on geodiversity, including by:</td>
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<td>- giving sites and species of international nature conservation importance and nationally important sites of special scientific interest the highest level of protection from any development that will have an adverse impact;</td>
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<td>- requiring a Habitats Regulation Assessment to be undertaken of any development proposal that is likely to have a significant adverse effect, either alone or in combination, on the Oxford Meadows SAC, particularly in relation to air quality and nitrogen oxide emissions and deposition;</td>
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<td>- protecting and mitigating for impacts on priority habitats, and protected species and priority species, both their importance individually and as part of a wider network;</td>
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<td>- avoiding loss, deterioration or harm to locally important wildlife and geological sites and sites supporting irreplaceable habitats (including ancient woodland and aged or veteran trees), UK priority habitats and priority species, except in exceptional circumstances where the importance of the development significantly and demonstrably outweighs the harm and the harm can be mitigated through appropriate measures and a net gain in biodiversity is secured;</td>
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<td>- ensuring development does not prevent the achievement of the</td>
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|        |                           | To highlight the importance of geodiversity considerations, priority species and natural improvement areas and for consistency with national policy.
| MAIN71 | Paragraph 8.27a | Insert new text as follows:  

8.27a Given the valuable contribution trees and woodland make to the character of West Oxfordshire, tree planting and woodland creation should be an important component in protecting, reinforcing and expanding the green infrastructure network. Woodland can deliver multiple benefits, including for landscape and biodiversity, quality of life, climate change and for the local economy (timber and wood fuel markets). | To highlight the importance of trees and woodland in relation to the protection and provision of green infrastructure. |
| --- | --- | --- | --- |
| MAIN72 | Paragraphs 8.32 – 8.43 | Amend and insert additional text as follows:  

8.32 We have already explained how as part of the overall strategy all development will be expected to give explicit consideration to the efficient, prudent use and management of natural resources including the use of sustainable construction, minimisation of waste and recycling of waste (see Policy OS3). In line with the three-step ‘energy hierarchy’ (lean, clean, green) we also need to give consideration to specific proposals relating to decentralised energy | To provide an update on the Council’s evidence base in relation to renewable and low carbon energy and current capacity within the District. Also to highlight the importance of |
supply and the use of renewable and low carbon energy. An assessment of renewable and low carbon energy for West Oxfordshire (LDA 2016) concluded that, in the short term at least, the District has the potential to deliver greater carbon savings through new renewable energy infrastructure than can be achieved through the development of new low carbon buildings.

8.33 As part of its response to the challenges of both climate change and the security of energy supply, the Government remains committed to increasing the use and supply of renewable and low-carbon energy, emphasising the responsibility on all communities to contribute towards energy generation from such sources. Community-led initiatives have begun to emerge locally, for example Southill Solar Community Energy, Charlbury (currently under construction) the Community Renewable Energy Strategy for Chipping Norton and Eynsham’s People Power Station Project. The Council encourages and supports such schemes.

8.33a Community energy has the potential to deliver significant long term benefits to local communities including reduced energy bills and increased energy sustainability and security. Community energy can also help foster greater support and acceptance of renewable energy development. Developments that are genuinely led by or meet the needs of local communities will be encouraged and supported. The neighbourhood planning process provides a good opportunity for the detailed consideration of community energy schemes.

8.33b In addition to community energy, there are also three commercial solar farms in the District (with a combined installed capacity of 62.7 megawatt), an anaerobic digestion facility and a wide range of domestic and non-domestic, small to medium scale installations generating solar, wind, hydro and biomass renewable energy.

8.34 A study into renewable energy in West Oxfordshire (the CAG Study) identified opportunities for renewable energy technologies community energy schemes.

To highlight the conclusions of the Council’s evidence base in relation to wind energy and other renewable and low-carbon forms of energy and to explain the approach that the Council will take in accordance with national policy and local considerations.
that generate electricity (wind, solar PV, small-scale hydro) or heat (biomass, solar thermal, heat pumps) or both e.g. biomass/wood fuel Combined Heat and Power (CHP). However, the District’s high-valued landscape and historic environment impose significant constraints on large-scale stand-alone renewable energy development. In 2016 a study was undertaken to assess the potential for further renewable and low carbon energy development in West Oxfordshire (LDA Study 2016). The study concluded that the area has capacity to deploy further renewable generation facilities but that it is important to avoid significant adverse impact upon the intrinsic character of the District, to maintain an attractive and biodiversity rich environment and to protect the distinctive qualities of the District’s town and villages. The study contains detailed guidance, together with suitability maps for wind power and solar farms, which can be used to help achieve this.

While in relation to wind development there may be some potential for larger, commercial, wind turbines, the development pattern is more likely to be one of single turbines and small-scale community-owned clusters (e.g. connected through schools or village halls), scattered rather than being grouped in a particular part of the District. Similarly, the opportunities for large-scale solar farms appear limited, whereas community solar clubs are becoming increasingly popular. The constraints—especially the AONB, landscape character, airfields and widely distributed settlement pattern—mean each scheme will need a high level of testing.

Renewable and low carbon technologies occur at a wide range of scales with different characteristics affecting the relative impacts upon amenity and the natural and historic environments. Given the rich natural and historic environment of West Oxfordshire, the effect on landscape, visual, heritage and biodiversity are important considerations and need to be considered alongside the potential local economic and community benefits. The study found that environmental constraints on large-scale wind and technical
constraints on district heating and energy from waste mean that to achieve significant levels of renewable energy generation, the focus will need to be on small to medium scale wind power, solar farms and hydropower. The use of energy storage should also be considered favourably given that it will facilitate the development of renewable energy technology across the wider electricity distribution network.

8.36 Environmental and technical constraints on wind and solar power in the District, mean that to achieve significant levels of renewable energy generation, the development of biomass as a fuel source will need to play a crucial role. Biomass might be used in small scale power stations or District Energy Schemes. Biomass is a good, viable option for new build development (and existing buildings) where the necessary infrastructure such as underground pipework can be laid whilst major construction is underway.

8.37 The County has a large number of small woodlands. These, together with larger woodlands and estates in West Oxfordshire and the growing of short rotation coppice, should be capable of producing enough biomass to expand the existing but small local wood fuel industry. Not only will this provide renewable, low carbon energy, there will also be local environmental and economic benefits. Further work is underway to stimulate demand and develop local, sustainable supply chains through a West Oxfordshire Wood Fuel Network and a countywide Community Woodfuel Initiative.

8.38 When assessing applications for renewable/low carbon energy, the potential local environmental, economic and community benefits will be important considerations. Regard will also be given to scale, design, location, technology type and cumulative impact. The aim will be to minimise adverse impacts on landscape, biodiversity, heritage assets, highways and residential amenity.

8.36 In 2015 a Written Ministerial Statement (WMS) ‘Local Planning’ set
out specific tests for wind energy proposals. In developing an appropriate response to the WHS, the LDA Study uses a Landscape Character Assessment as the basis for identifying areas that are 'more suitable' and 'less suitable' for wind and also for solar power and concludes that, while there are areas of the District that may be suitable, developers will need to demonstrate that, 'following consultation it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing.' (WMS, HCWS42)

8.37 The WHM does not change the statutory status of the development plan as the starting point for decision making. Therefore, it is important to note that all proposals for wind power will require an assessment on its own merits to ensure that impacts on amenity and the natural and historic environments are acceptable, including cumulative impacts. The Landscape Character Assessment within the LDA Study provides useful guidance.

8.38 When assessing proposals for renewable energy the cumulative impacts of existing operational consented and proposed developments will need to be considered and, if necessary, suitable mitigation measures proposed, to minimise impacts on biodiversity and landscape character and quality. Applicants will need to demonstrate that cumulative effects do not become a significant or defining characteristic of the wider landscape. Special attention and protection will, in particular, need to be given to the landscape and biodiversity of the Cotswolds AONB, the Lower Windrush Valley Project, the Windrush in Witney Project and the Wychwood Project Area.

8.39 In the Cotswolds AONB small scale renewable energy development is encouraged both by the Council and by the Cotswolds Conservation Board, provided it is consistent with the great weight that should be given to conserving and enhancing the landscape and natural scenic beauty of the area. In 2014 the Board
published a Renewable Energy Position Statement which expands upon policies in the Cotswolds AONB Management Plan 2012-18 and includes guidance on where renewable energy developments should be located.

8.40 The Board recognises that different forms of renewables require different infrastructure, which in turn has different landscape and other implications; what might be appropriate development within the AONB and its setting must be based on full account being taken of the likely impacts, through the production of thorough landscape and visual impact assessments and environmental impact assessments, as necessary. Overall, due to the potential significant adverse effect on natural beauty, medium to large scale renewable energy developments will not generally be appropriate within the AONB (or in locations beyond where such development would affect its setting and character). In addition, applications should include an assessment of:

- The need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy.
- The cost of, and scope for, developing elsewhere outside the designated area, or meeting the need for it in some other way.
- Any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.

8.41 Given the limited opportunities in West Oxfordshire for large stand-alone renewable energy schemes, there is a strong need to maximise the opportunities to incorporate decentralised and renewable or low carbon energy generation within non-energy developments. Planned tightening of the Building Regulations, with rising energy efficiency and carbon standards, means new
development will be moving towards zero carbon from 2016. This will help to drive decentralised energy.

8.42 The CAG Study highlighted the potential benefits of encouraging greater use of medium and large scale decentralised energy systems to reduce local CO\(_2\) emissions. Such systems include the provision of heat and power (CHP) or just heat (DH), the infrastructure for which can be installed at the same time as other services (water and drainage systems, etc), meaning new developments offer an ideal opportunity for such systems.

8.43 With challenging renewable electricity and heat targets, decentralised energy systems will become increasingly important, especially within the allocated Strategic Development Areas. A feasibility assessment will be required for such sites. Given the wider local benefits, the use of woody biomass will, in particular, need to be investigated.

8.41 In West Oxfordshire there has been a high take up of the Government’s financial incentives for renewable heat installations. This may a reflection of the environmental and technical constraints on larger scale renewable developments in the District and that 15-30% of households are not connected to the gas network. Proposals for small scale renewable heat installations, particularly those making use of local biomass fuel source, will continue to be supported.

8.42 The County has a large number of small woodlands. These, together with larger woodlands and estates in West Oxfordshire and the growing of short rotation coppice, should be capable of supplying enough biomass to expand the existing but small local wood fuel industry. Not only will this provide renewable, low carbon energy, there will also be local environmental and economic benefits. Further work is underway to stimulate demand and develop local, sustainable supply chains through a West Oxfordshire Woodfuel Network and a countywide
Com

munity Woodfuel Programme.

8.43 Biomass might be used in small scale power stations or District Energy Schemes. The LDA Study concluded that, whilst retrofitting a network is currently unviable, there may be opportunities for district heating in new development, where the necessary infrastructure such as underground pipework can be laid whilst major construction is underway. A study by CAG into renewable energy in West Oxfordshire (the CAG Study 2009) concluded that decentralised energy systems are likely to become increasingly important, especially within the larger allocated strategic sites. They recommend that feasibility assessments should be undertaken for larger sites in the District. Given the wider local benefits, the use of woody biomass should, in particular, be investigated.

To reflect and highlight the recommendations of the Council’s updated evidence on renewable and low-carbon energy and to provide a clear policy steer on the approach to be taken in locating and designing new renewable and low carbon energy schemes.

To also reflect the requirements set out in the Government’s ministerial statement on wind energy.

To clarify that all residential schemes of 100 or more dwellings will require an energy assessment or strategy.

Amend text as follows:

**Policy EH4 - Decentralised and renewable or low carbon energy development**

In principle, renewable and low-carbon energy developments, especially small-scale community-led initiatives for wind schemes, solar clubs and the use of biomass will be supported. In principle, renewable and low-carbon energy developments, especially small-scale wind power, run-of-river hydropower and the use of biomass will be supported. Battery energy storage developments that aid the deployment of renewable and low carbon development across the wider electricity network will generally also be supported.

Renewable or low-carbon energy development should be located and designed to minimise any adverse impacts, with particular regard to conserving the District’s high valued landscape and historic environment. In assessing proposals, the following local issues will need to be considered and satisfactorily addressed:

- impacts on landscape, biodiversity, historic environment,
residential amenity, aviation activities, highway safety and fuel/energy security, including their cumulative and visual impacts. Applicants for solar farms and wind power will be encouraged to locate new developments in 'more suitable' areas as shown in the suitability maps. Where applicants deem it necessary to develop 'less suitable' areas, clear justification will need to be provided. Applicants must demonstrate that cumulative effects do not become a significant or defining characteristic of the wider landscape, including across administrative boundaries and different landscape character types;

- opportunities for environmental enhancement. Environmental enhancements, in addition to those required to mitigate and compensate any, will be sought, especially where they will contribute to Conservation Target Areas and Nature Improvement Areas;

- potential benefits to host communities (including job creation and income generation).

Applicants for wind energy development involving one or more wind turbines must also demonstrate that the planning impacts identified by affected local communities have been fully addressed. Any proposals for a solar farm involving best and most versatile agricultural land would need to be justified by the most compelling evidence which demonstrates why poorer quality land has not been used in preference to best and most versatile agricultural land. Developments that are led by or meet the needs of local communities will receive particular support when considering the merits of renewable energy developments. Applicants should submit a written agreement between the applicant and a community energy enterprise demonstrating that the benefits of all or part of the project will flow to the community for the lifetime of the project.
The use of decentralised energy systems, including Combined Heat and Power (CHP) and District Heating (DH), especially woody biomass fuelled, will be encouraged in all developments.

An energy assessment or strategy which assesses viability for decentralised energy systems, including consideration of the use of local wood fuel biomass and other renewable energy initiatives will be required for:

- proposals on strategic development areas (SDAs)
- all residential development for 100 dwellings or more
- all residential developments in off-gas areas for 50 dwellings or more.
- all non-domestic developments above 1000m² floorspace

Detailed guidance on renewable and low carbon energy technologies in West Oxfordshire, which includes information on submission requirements, national policy considerations and good practice, is published in a West Oxfordshire Renewable and Low Carbon Energy Guidance and Landscape Capacity Study.

<table>
<thead>
<tr>
<th>MAIN74</th>
<th>Paragraphs 8.54 – 8.57</th>
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<tbody>
<tr>
<td>8.54</td>
<td>All development at risk of flooding will require a flood risk assessment and must be designed to be flood resilient and resistant, for example, through raising floor levels, designing buildings to withstand the effects of flooding and achieve safe access and escape routes. Section 7 of the 2016 SFRA contains a useful Flood Risk Assessment Checklist and Section 8 addresses managing and mitigating flood risk.</td>
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<tr>
<td>8.55</td>
<td>Development should not result in an increase in surface-water run-off and, where possible, should demonstrate betterment in terms of rate and volumes of surface water. National advice, the SFRA and the West Oxfordshire Design Guide provide guidance on the</td>
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<tr>
<td>8.56</td>
<td>The use of SuDS will be required as part of all major development, unless demonstrated to be inappropriate. An important consideration in the provision and design of SuDS is that there are clear arrangements in place for ongoing maintenance. Advice should be sought from Oxfordshire County Council, the relevant lead local flood authority.</td>
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<tr>
<td>8.57</td>
<td>The need for water management is especially relevant for West Oxfordshire, not just associated with the issue of flood risk (as exemplified by the summer floods of 2007) but equally water scarcity at times of drought. The District lies within an area of ‘serious’ water stress where there are limited water resources and yet a high and growing demand for water. This has been confirmed in evidence prepared in support of the Local Plan. Policy OS3 - Prudent Use of Natural Resources seeks to maximise the efficient use of water including application of the optional building regulation regarding water efficiency. The implementation of this requirement is supported by the Environment Agency</td>
</tr>
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</table>

15 [West Oxfordshire Water Cycle: Phase 1 Scoping Study (AECOM 2016)]
**Policy EH5 – Flood Risk**

Flood risk will be managed using the sequential, risk-based approach, set out in the National Planning Policy Framework, of avoiding flood risk to people and property where possible and managing any residual risk (taking account of the impacts of climate change).

In assessing proposals for development:

- the Sequential Test and, if necessary, the Exception Test will be applied;
- all sources of flooding (including sewer flooding and surface water flooding) will need to be addressed and measures to manage or reduce their impacts, onsite and elsewhere, incorporated into the development proposal;
- appropriate flood resilient and resistant measures should be used;
- sustainable drainage systems to manage run-off **and support improvements in water quality and pressures on sewer infrastructure** will be integrated into the site design, maximising their habitat value and ensuring their long term maintenance;
- a site-specific flood risk assessment will be required for all proposals of 1ha or more and for any proposal in Flood Zone 2 and 3 and Critical Drainage Areas;
- only water compatible uses and essential infrastructure will be allowed in a functional flood plain (Flood Zone 3b);
- land required for flood management will be safeguarded from development and, where applicable, managed as part of the

To emphasise the importance of supporting improvements in water quality and pressures on sewer infrastructure through sustainable drainage.
green infrastructure network, including maximising its biodiversity value.

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<tr>
<th>MAIN76</th>
<th>Paragraph 8.60a</th>
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<tr>
<td>Insert new text as follows:</td>
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<td><strong>8.60a</strong> The Council is committed to working with other local authorities, land managers, and strategic highway authorities to develop a framework by which air quality measures can be linked to monitoring of the air quality in the Oxford Meadows SAC before, and for a number of years after, introduction of the measures, such that further measures can be devised if the air quality does not improve.</td>
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<tr>
<th>MAIN77</th>
<th>Policy EH6 – Environmental Protection</th>
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<tbody>
<tr>
<td>Amend and insert additional text as follows:</td>
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<tr>
<td><strong>Policy EH6 - Environmental Protection</strong></td>
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<tr>
<td>Proposals which are likely to cause pollution or result in exposure to sources of pollution or risk to safety, will only be permitted if measures can be implemented to minimise pollution and risk to a level that provides a high standard of protection for health, environmental quality and amenity. The following issues require particular attention:</td>
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<tr>
<td><strong>Air quality</strong></td>
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<td>The air quality within West Oxfordshire will be managed and improved in line with National Air Quality Standards, the principles of best practice and the Air Quality Management Area Action Plans for Witney and Chipping Norton. Where appropriate, developments will need to be supported by an air quality assessment.</td>
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<tr>
<td><strong>Contaminated land</strong></td>
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<td>Proposals for development of land which may be contaminated must incorporate appropriate investigation into the quality of the land. Where there is evidence of contamination, remedial...</td>
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To reflect the recommendations of the Council’s Habitat Regulations Assessment (HRA) report which recommends a partnership approach towards the future monitoring of air quality in relation to the Oxford Meadows Special Area of Conservation.

To ensure air quality matters are properly taken into account.
measures must be identified and satisfactorily implemented.

**Hazardous substances, installations and airfields**

Development should not adversely affect safety near notifiable installations and safeguarded airfields.

**Artificial light**

The installation of external lighting and proposals for remote rural buildings will only be permitted where:

i) the means of lighting is appropriate, unobtrusively sited and would not result in excessive levels of light;

ii) the elevations of buildings, particularly roofs, are designed to limit light spill;

iii) the proposal would not have a detrimental effect on local amenity, character of a settlement or wider countryside, intrinsically dark landscapes or nature conservation

**Noise**

Housing and other noise sensitive development should not take place in areas where the occupants would experience significant noise disturbance from existing or proposed development.

New development should not take place in areas where it would cause unacceptable nuisance to the occupants of nearby land and buildings from noise or disturbance.

**Water resources**

Proposals for development will only be acceptable provided there is no adverse impact on water bodies and groundwater resources, in terms of their quantity, quality and important ecological features.

**Waste**
### Planning permission will be granted for appropriately located development that makes provision for the management and treatment of waste and recycling, in accordance with the Oxfordshire Joint Municipal Waste Strategy and local waste management strategy.

| MAIN78 | Paragraphs 8.79 – 8.79a | Amend and insert additional text as follows:  
8.79 Non-designated heritage assets are features of the historic environment that make a fundamental contribution, both individually and collectively, to the distinctive and special character and appearance of the area in which they are located (in terms of their siting, design and use of materials). Non-designated heritage assets contribute both individually and collectively to the special character and appearance of West Oxfordshire. Some will Many have been identified as locally listed buildings within conservation areas as part of Conservation Area Appraisals, taking account of a range of criteria, such as age, historic interest, building materials, architectural quality, original features of note and the contribution they make to their immediate and wider setting.  
8.79a The Council’s rolling programme of undertaking further appraisals is likely to increase the number of locally listed buildings in the District. Details of existing and new non-designated assets, including non-scheduled archaeological sites, are held on the Oxfordshire Historic Environment Record (which contains details of both designated and non-designated assets). |
| --- | --- | For clarification and consistency with national policy and also to confirm the Council’s positive approach including its rolling programme of conservation area appraisals. |

| MAIN79 | Paragraph 8.82 | Insert additional text as follows:  
8.82 If the heritage asset is designated and has statutory protection, planning judgements will be set against the requirements of the relevant national legislation. If the heritage asset is non-designated, planning judgements will/should be made on the basis of a thorough assessment of the historical and architectural interest, |
| --- | --- | For consistency with national policy. |
| MAIN80 | Paragraph 8.85 | Amend text as follows:  
8.85  As a general principle, in assessing the impact of a proposed development on the significance of a heritage asset, the more important the asset, the greater the weight given to its conservation. For designated heritage assets, all levels of harm, including total destruction, minor physical harm, and harm through change to setting should be avoided. Harm to designated heritage assets will/should be permitted only in exceptional circumstances, and would require a clear and convincing justification for that harm on the grounds of public benefits that outweigh that harm, taking account of the great weight that must be given to conservation. | For consistency with national policy. |
|---|---|---|---|
| MAIN81 | Paragraphs 8.88 – 8.90a | Amend and insert additional text as follows:  
8.88  New development in Conservation Areas and within the setting of heritage assets should preserve-conserve or enhance their setting, particularly those features which make a positive contribution to the character of the area and better reveal the significance of an asset.  
Information submitted in support of development proposals affecting heritage assets in West Oxfordshire should include reference, where available, to the ‘historic environment record’ including: statutory designations; the Council’s Conservation Area Appraisals and the West Oxfordshire Design Guide; known archaeological sites and monuments kept by the Oxfordshire County Council; local consultations, and detailed exploratory and survey work, including archaeological field evaluations and building recording, as appropriate. The amount of information to be | For consistency with national policy, to highlight the importance of archaeological evaluation and to provide a factual update on buildings at risk within the District. |
| Paragraph 8.90 | provided should be proportionate to the significance of the asset and the degree of impact of the proposed development on that significance. Where deemed appropriate, archaeological evaluation will be required to help inform the determination of an application. Where permission is granted for development that would affect a heritage asset, conditions may be imposed to require a record to be made of the part of the asset to be affected, and of any archaeology or historic fabric revealed in the course of development. The record and any recovered archaeological artefacts will need to be maintained to contribute to knowledge and understanding of the asset. In 2015 there were 15 higher grade heritage assets (1 place of worship and 14 archaeology entries) within the District identified on the Historic England Heritage at Risk Register as being at risk of being lost through neglect, decay or other threats (a reduction from 23 on the register in 2014). The Council will monitor buildings or other heritage assets at risk and proactively seek solutions. |
| MAIN82 | Amend and insert text as follows: The Council's aim to conserve and enhance our historic environment and local distinctiveness, and to positively manage change, will be informed by a series of measures which will help to improve the understanding of the District's historic environment. These include the review recent update of the West Oxfordshire Design Guide, a programme of conservation area reviews, appraisals and management plans, the designation of new conservation areas where appropriate, and the identification of further non-designated heritage assets and the publication of local lists. Article 4 Directions will be used to protect areas where there is clear justification to introduce stricter controls. Given the District’s rich historic environment, the Council has had For clarification and to more clearly highlight the positive role taken by the Council working with relevant partners on heritage matters as well as the importance of early pre-application discussions. |
many years of experience working positively and constructively with key partners, ranging from integrating major new development into environmentally sensitive sites (such as The Woolgate and Marriott’s Walk in Witney), through to guiding homeowners on alterations to their historic buildings. Early discussions at pre-application stage or in site allocation are an important component of this constructive approach and also help in identifying any information likely to be required in support of a proposal, including the preparation of a heritage statement.

Amend text as follows:

**Policy EH7 – Historic Environment**

All development proposals should conserve or enhance the special character, appearance and distinctiveness of West Oxfordshire’s historic environment, and conserve or enhance the District’s heritage assets, and their significance and settings.

New development that makes a positive contribution to the District’s environment will be encouraged and supported.

Applications which affect, or have the potential to affect, heritage assets will be expected to:

i) describe the significance of the asset and its setting, using appropriate expertise; at a level of detail proportionate to its significance and sufficient to understand the potential impact of the proposal; using appropriate references such as the Historic Environment Record, National Lists of designated assets and their descriptions, Conservation Area Appraisals and the County Historic Landscape Character Assessment and, if necessary, original survey (including, for assets of archaeological interest, an appropriate desk-based assessment and, where necessary, a field evaluation); and

ii) set out the impact of the development on the heritage assets

For improved clarity and consistency with national policy.
and its setting and a suggested mitigation that is proportionate to the impact and the significance of the heritage asset, including where possible positive opportunities to conserve and enjoy heritage assets as well as recording loss and advancing knowledge.

Proposals that will lead to harm to the significance of a designated (such as listed buildings, Scheduled Monuments, conservation areas and Registered Historic Parks and Gardens) or non-designated heritage asset (such as those of local significance as identified on local lists, archaeological deposits and historic landscapes) or its setting will be refused, unless a clear and convincing justification of public benefit can be demonstrated to outweigh that harm, taking account of the importance of the asset or area; the scale of harm and its potential to be avoided, reduced or adequately offset through modifications or conditions; and the nature and significance of the public benefit, using the balancing principles set out in Paragraphs 131-5 of the NPPF, including the four tests set out in Paragraph 133.

In particular:

- Considerable weight and importance will be given to conserving the intrinsic universal values for which Blenheim Palace and Park is inscribed as a World Heritage Site (WHS), as guided by its WHS Management Plan.

- Considerable weight and importance will be given to conserving the significance of listed buildings, both with regard to their fabric and their settings, and to conserving or enhancing the character or appearance of the District’s Conservation Areas.

- Great weight will be given to conserving or enhancing the significance of nationally important monuments (whether Scheduled or not) and Registered Parks and Gardens, both with regard to their fabric and their settings.
Where development is permitted that would result in harm to or loss of the significance of a heritage asset, developers will be required to record and advance understanding of the significance of that asset, in a manner appropriate to its importance and the impact, and to make that evidence publicly accessible.

Policy EH7 – Historic Environment

All development proposals should conserve or enhance the special character and distinctiveness of West Oxfordshire’s historic environment, and preserve or enhance the District’s heritage assets, and their significance and settings.

Proposals affecting non-designated heritage assets, such as locally listed buildings, will be assessed on the basis of the significance of the heritage asset and the scale of harm or loss to that heritage asset. The Council’s Conservation Area Appraisals should be used as a guide when assessing the significance of a heritage asset.

Proposals that will lead to harm to the significance of a designated or non-designated heritage asset or its setting will be resisted, unless a clear and convincing justification can be made to outweigh that harm.

Proposals that will lead to substantial harm to or total loss of the significance of a heritage asset or its setting, will be refused, unless the harm is outweighed by substantial, demonstrable public benefits or all the four tests set out in the NPPF are met*.

* Paragraph 133 of the NPPF:
1. There is no viable use of the heritage asset that can be found in the medium term, including through marketing to find alternative owners
2. The heritage asset is preventing all reasonable uses of the site
3. Public support for or ownership of the asset is demonstrably not possible; and
4. The harm or loss is outweighed by the benefits of bringing the site back into use

### Section 9 – Strategy at the Local Level

<table>
<thead>
<tr>
<th>Modification Number</th>
<th>Paragraph/Policy</th>
<th>Proposed modification</th>
<th>Reason</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAIN84</td>
<td>Figure 9.1 – Sub-Area Plan</td>
<td>Minor amendments to remove Long Hanborough as a designated rural service centre and inclusion of new rural service centre at the West Oxfordshire Garden Village. Airfield symbol for Enstone also added.</td>
<td>To reflect proposed changes in the settlement hierarchy.</td>
</tr>
</tbody>
</table>
| MAIN85              | Paragraph 9.2.6  | Amend and insert additional text as follows:
9.2.6 Whilst there are some further opportunities for housing within the built up area of the town Witney, these are relatively limited and to accommodate future housing needs there is a need to develop on the fringes of the town on Greenfield land. This needs to be carefully balanced with the need to protect the town’s setting and the separate identity of nearby villages. There are some further development opportunities within the rest of the sub-area although these are relatively modest in scale. | For improved clarity and to recognise the possibility of development within the rest of the Witney sub-area. |
| MAIN86              | Paragraph 9.2.9  | Insert additional text as follows:
9.2.9 Around 10 hectares of land remains on several sites within the large employment area to the west of the town. However, much of this is earmarked for the future expansion of existing businesses meaning it is not available to facilitate inward investment from outside of the District. An additional 10 hectares is proposed as part of the committed urban extension at West Witney (see Figure 9.6) and will meet a significant proportion of future business land requirements in the town, benefitting from improved access onto the A40 via a new junction at Down’s Road (see below). In the longer-term, the delivery | To highlight the long-term development potential of land west of Downs Road. |
| MAIN87 | Paragraph 9.2.23 | Amend text as follows:  
9.2.23 The growth of Witney in recent years has placed these services and facilities under increasing pressure and careful consideration is needed in terms of the impact of additional housing and business growth. This is a particularly important consideration for Witney which is intended to accommodate the majority a significant proportion of future development in the District to 2031. | To take account of the fact that significant strategic growth is now proposed elsewhere including Eynsham. |
| MAIN88 | Paragraph 9.2.24 | Amend text as follows:  
Scope for Future Expansion  
9.2.24 Opportunities for major development within the built-up area of the town are relatively limited. This means that development on the fringes of the town will be required to meet future needs. Land to the west of the town (north Curbridge) is already committed and will deliver 1,000 homes and 10 hectares of new business land. The remaining options considered through the Local Plan process are to the south, east, north-east and north of the town. Opportunities for major development within the built-up area of the town are relatively limited. This means that development on the fringes of the town will be required to meet future needs. Land to the west of the town (north Curbridge) is already committed by way of a resolution to grant planning permission subject to Section 106. The outline application anticipates 1,000 homes and 10 hectares of new business land but it is quite possible that a modest increase in the number of homes (e.g. to around 1,100) could be achieved as detailed planning applications are dealt with. The remaining strategic options considered through the Local Plan process are to the south, east, north-east north and further west of Witney. There are some further development opportunities within the rest of the sub-area although these are relatively modest in scale. | To provide further clarification in relation to the scope for further strategic growth at Witney and for more modest development within the rest of the Witney sub-area. |
<table>
<thead>
<tr>
<th>MAIN89</th>
<th>Paragraph 9.2.25</th>
<th>Amend text as follows:</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td><strong>Key Issues – Summary</strong></td>
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<td>9.2.25 Drawing on the brief profile outlined above we can identify a number of key issues and challenges to be addressed in relation to the Witney sub-area. These include:</td>
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<td>• This is the smallest of the five sub-areas but is the most densely populated with most people living in the main town Witney;</td>
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<td>• Witney is a key service centre with other nearby settlements looking to it for their principal needs;</td>
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<td>• Witney is a vibrant and historic town and the protection of its setting and the individual identities of nearby villages is a key consideration;</td>
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<td>• Major housing development has taken place at Witney in the last 30 years doubling the population;</td>
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<td>• Property prices although not as high as some parts of the District are still high compared to the national average;</td>
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<td>• There is a high level of affordable housing need with Witney being the preferred location for almost half of the Council’s housing waiting list;</td>
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<td>• Witney is a priority location for the provision of specialist housing for adults with care and support needs;</td>
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<td>• This sub-area plays an important economic role, particularly Witney which provides most of the District’s job opportunities and economically active residents with a particularly strong presence of manufacturing and engineering;</td>
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<td>• There is currently an imbalance of homes and jobs with more job opportunities than resident workers;</td>
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<td>• Although there is additional business space available, much of this is already earmarked for the expansion of existing businesses rather than inward investment;</td>
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<td>• Witney is a key shopping and leisure destination with scope for</td>
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additional shopping provision in the medium to long-term although parking capacity in the Town Centre is an issue at peak times;

- Traffic congestion is a key issue for this area both in the centre of Witney and on the A40 toward Oxford;
- Flood risk is an important issue due to the presence of the River Windrush;
- This is an environmentally sensitive area with a number of local designations and a small element of the Cotswolds Area of Outstanding Natural Beauty (AONB);
- There are significant mineral resources (sand and gravel) within the Lower Windrush Valley and the after-use of quarry sites presents good opportunities for suitable forms of informal recreation;

**Heritage** is also an important issue in this area which includes many heritage assets such as a number of Conservation Areas, Scheduled Monuments and Listed Buildings;

- There is an extensive range of infrastructure primarily at Witney but major growth in recent years has placed this under increasing pressure and future development will need to ensure that appropriate measures are put in place;
- Relatively limited development opportunities within Witney mean that the development of Greenfield land on the edge of the town will be required to meet future needs. **There are some further development opportunities within the rest of the sub-area although these are relatively modest in scale.**

### Amend text as follows:

#### Housing

**Paragraphs 9.2.27 – 9.2.28 and Table 9.1**

Housing

In terms of future housing provision the indicative requirement for this sub-area is **3,700 – 4,400** new homes in the period 2011 – 2031. In accordance with the overall strategy, the majority of these new homes will be located at Witney which is ranked as the District’s most

To reflect the proposed increase in the housing requirement for the Witney sub-area and the proposed approach in relation to housing delivery.
sustainable settlement\textsuperscript{16} and offers a number of opportunities for further development.

9.2.28 It is anticipated that the overall requirement will be met through a combination of homes already completed (2011–2014), existing commitments, sites identified in the Council’s SHLAA\textsuperscript{17}, windfall development and two allocated Strategic Development Areas (SDAs). This is summarised in the table below. It is anticipated that the overall requirement will be met through a combination of homes already completed (2011–2016), existing commitments, windfall development, two allocated Strategic Development Areas (SDAs) and two ‘non-strategic’ housing allocations. This is summarised in the table below. Further sites will also be identified through any subsequent review of this Local Plan.

Table 9.1—Anticipated Housing Delivery in the Witney Sub-Area

| Witney sub-area indicative housing requirement | 3,700 |
| Homes already completed (2011–2014) | 154 |
| Existing planning commitments as of 1\textsuperscript{st} February 2015, including: | 1,567 |
| - West Witney (1,000) | |
| - Coral Springs (185) | |

The completions and commitment data is factual, the future windfall assumption is based on past trends by sub-area and the site allocations are as now proposed.

\textsuperscript{16} West Oxfordshire Settlement Sustainability Report 2014
\textsuperscript{17} Strategic Housing Land Availability Assessment (SHLAA)
<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Buttercross Works (148)*</td>
<td></td>
</tr>
<tr>
<td>Springfield Nursery (36)</td>
<td></td>
</tr>
<tr>
<td>Other permissions (198)</td>
<td></td>
</tr>
<tr>
<td>East Witney Strategic Development Area (SDA)</td>
<td>400</td>
</tr>
<tr>
<td>North Witney Strategic Development Area (SDA)</td>
<td>1,000</td>
</tr>
<tr>
<td>Identified SHLAA capacity</td>
<td>164</td>
</tr>
<tr>
<td>Windfall allowance (25 per year 2015–2031)</td>
<td>400</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>3,685</strong></td>
</tr>
</tbody>
</table>

**Table 9.1 – Anticipated Housing Delivery in the Witney Sub-Area**

<table>
<thead>
<tr>
<th>Anticipated Housing Delivery</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Witney sub-area indicative housing requirement</td>
<td>4,400</td>
</tr>
<tr>
<td>Homes already completed (2011 – 2016)</td>
<td>422</td>
</tr>
<tr>
<td>Existing large planning commitments as of 1st September 2016 (10 or more units) including:</td>
<td>1,542</td>
</tr>
<tr>
<td>• West Witney (1,000)</td>
<td></td>
</tr>
<tr>
<td>Existing small planning commitments as of 1st September 2016 (less than 10 units)</td>
<td>133</td>
</tr>
<tr>
<td>East Witney Strategic Development Area (SDA)</td>
<td>450</td>
</tr>
<tr>
<td>North Witney Strategic Development Area (SDA)</td>
<td>1,400</td>
</tr>
<tr>
<td>Woodford Way Car Park, Witney</td>
<td>50</td>
</tr>
<tr>
<td>Land West of Minster Lovell</td>
<td>85</td>
</tr>
<tr>
<td>Anticipated windfall (2016 – 2031)</td>
<td>304</td>
</tr>
<tr>
<td>Total</td>
<td>4,386</td>
</tr>
</tbody>
</table>

*remaining units forming part of a larger scheme

**MAIN91**

**Paragraphs 9.2.29 – 9.2.31**

Amend text as follows:

*Past completions, existing commitments, SHLAA sites and windfall*

Factual update on past completions and existing commitments. Anticipated
In the first three years of the plan period (2011 – 2014) a total of 154 homes were completed in the Witney sub-area. As of 1st February 2015, a further 1,567 homes are already committed\(^8\) through the planning process. The largest of these sites is West Witney (north Curbridge) which was allocated as a reserve site in the adopted Local Plan and will deliver 1,000 new homes plus 10 hectares of new employment land. In the first five years of the plan period (2011 – 2016) a total of 422 homes were completed in the Witney sub-area. As of 1st September 2016, a further 1,675 homes are already committed through the planning process\(^9\). This includes 1,542 homes on larger sites (i.e. 10 or more units) and 133 homes on smaller sites (i.e. less than 10 units). The largest committed site is the proposed West Witney (north Curbridge) urban extension which was allocated as a reserve site in the adopted Local Plan and is currently the subject to a resolution to grant outline consent subject to Section 106. The outline consent envisages the provision of 1,000 new homes plus 10 hectares of new employment land although it is possible that through detailed planning applications the number of new homes could increase to around 1,100.

In addition, the Council’s SHLAA (June 2014) identifies capacity for around 164 new homes on a number of sites in Witney. These include:

- Bus Depot and Garage, Corn Street
- Scrap Yard, West End
- Welch Way
- Thames Water Depot, Dark Lane
- Woodford Way car park
- Land at the Woolgate Centre

windfall is based on past trends by sub-area.

Reference to SHLAA sites has been deleted as these have no statutory status in planning terms.

\(^8\) i.e. already benefit from planning permission or a resolution to grant planning permission subject to a legal agreement

\(^9\) i.e. already benefit from planning permission or a resolution to grant planning permission subject to a legal agreement
<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Text</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>9.2.31</td>
<td>It is also considered appropriate to include a 'windfall' allowance to cater for unidentified sites expected to come forward for housing over the period of the Local Plan. Based on past evidence, a reasonable estimate is that such schemes would provide 25 homes per year within the Witney sub-area over the remaining period of the Local Plan (2015 – 2031) thereby providing an additional 400 new homes. In addition to past completions and existing commitments it is reasonable to include a 'windfall' allowance to cater for unidentified sites expected to come forward for housing over the period of the Local Plan. Based on past evidence of historic rates of windfall delivery by sub-area, it is reasonable to expect delivery of at least 304 units from unidentified windfall sites in the period 2016 - 2031.</td>
<td>To highlight the potential to increase the West Witney (North Curbridge) committed urban extension from 1,000 to 1,100 homes.</td>
</tr>
<tr>
<td>9.2.32</td>
<td>Amend text as follows: Strategic Development Areas (SDAs)</td>
<td>To also provide a factual update on the strategic options for expansion of Witney that have been considered through the Local Plan process.</td>
</tr>
<tr>
<td>9.2.33</td>
<td>Throughout consultation on this Local Plan, views have been sought on four further options for expanding Witney including land to the south, east, north east and north of the town. Following detailed consideration and analysis, the Council has concluded that land to the east of Witney which falls within Witney Parish and land to the north of Witney which falls within Hailey Parish, represent the most sustainable options for future strategic growth. As such it is proposed that these sites are allocated for 400 homes and 1,000 homes respectively. Throughout the preparation of this Local Plan, a number of other options for strategic extensions to Witney have been considered.</td>
<td>To clarify that of the options considered land north and east of the town are considered to be the most suitable and are thus allocated for 1,400 and 450 homes respectively.</td>
</tr>
</tbody>
</table>
including land further land to the west, south, east, north-east and north of the town. Following detailed consideration and analysis, the Council has concluded that land to the east of Witney which falls within Witney Parish and land to the north of Witney which falls within Hailey Parish, represent the most sustainable options for future strategic growth. As such it is proposed that these sites are allocated for 450 homes and 1,400 homes respectively.

<table>
<thead>
<tr>
<th>MAIN93</th>
<th>Paragraphs 9.2.34 – 9.2.34a</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amend text as follows:</td>
<td></td>
</tr>
<tr>
<td>East Witney Strategic Development Area (SDA) – 400 <em>450</em> homes (Witney Parish)</td>
<td></td>
</tr>
<tr>
<td>9.2.34 Land to the east of Witney is allocated for the delivery of 400 new homes. The site has no significant environmental or heritage constraints, is well-located in relation to the Town Centre and provided the extent, scale and design of development is sensitively controlled, will not have a significant landscape impact. Importantly, the development will be required to deliver west facing slip roads at the Shores Green junction onto the A40 which will allow traffic using the junction to travel both east and west. Land to the east of Witney is allocated for the delivery of 450 new homes. The site has no significant environmental or heritage constraints, is well-located in relation to the Town Centre and provided the extent, scale and design of development is sensitively controlled, will not have a significant landscape impact. Importantly, the west facing slip roads at the Shores Green junction onto the A40 will need to be delivered alongside the development in order to help manage the impact of the development.</td>
<td></td>
</tr>
<tr>
<td>9.2.34a The Shores Green improvements allow traffic using the junction to travel both east and west. A financial contribution towards the slip roads has already been secured from another housing development north of Burford Road in Witney and the East Witney SDA provides another mechanism by which the slip roads can be delivered. The development itself is able to deliver the ‘off-slip’ through a planning obligation and an appropriate financial contribution will be sought.</td>
<td></td>
</tr>
</tbody>
</table>

To reflect the proposed increase in the originally submitted quantum of development (400 homes) to 450 homes. To emphasise the need for delivery of the Shores Green junction improvements alongside the development including the potential mechanism by which this might be secured.
<table>
<thead>
<tr>
<th>MAIN94</th>
<th>Figure 9.3 – East Witney Strategic Development Area (SDA)</th>
<th>Plan amended to show increase in the extent of the ‘developable area’ on the main ‘Cogges Triangle’ part of the site.</th>
<th>To allow for an increase in the overall quantum of development to 450 homes.</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAIN95</td>
<td>Paragraph 9.2.37</td>
<td>Amend text as follows: 9.2.37 The remaining homes (c.370 c.420) will be provided on the land known as Cogges Triangle, subject to consideration of the likely traffic impact on Witney in particular Bridge Street and an agreed strategy for the delivery of the Shores Green junction improvements. The precise quantum of development on both sites will depend on a number of issues including landscape and heritage impact, surface water run-off and traffic impact. A balanced mix of housing types including affordable housing will be sought together with the provision necessary infrastructure to mitigate the impact of the development.</td>
<td>To reflect the proposed increase in housing number and to highlight the importance of traffic impact in particular on Bridge Street. To also highlight the importance of heritage considerations.</td>
</tr>
<tr>
<td>MAIN96</td>
<td>Policy WIT1 – East Witney Strategic Development Area</td>
<td>Amend text as follows: <strong>Policy WIT1 – East Witney Strategic Development Area (400 450 homes)</strong>  Land to the east of Witney to accommodate a sustainable, integrated community that forms a positive addition to Witney, including:  a) about 400-450 homes with a balanced and appropriate mix of residential accommodation to meet identified needs, including affordable housing. This will include c.30 homes on land adjacent to Stanton Harcourt Road (subject to landscape impact and flood risk) and c.370 420 homes on land at Cogges Triangle (subject to landscape impact and surface water run-off).</td>
<td>To reflect the proposed increase in housing number, to highlight the need for a comprehensive approach led by an agreed masterplan and to provide additional flexibility in relation to the timing of the Shores Green junction improvements. To also reflect the importance of securing effective landscape and public access enhancements.</td>
</tr>
</tbody>
</table>
ai) comprehensive development to be led by an agreed masterplan.

b) development to be phased in accordance with the timing of provision of supporting infrastructure and facilities including the necessary improvements to the Shore’s Green junction onto the A40 and related highway measures, to be delivered prior to the completion of any housing on the Cogges Triangle part of the site.

c) the provision of other supporting transport infrastructure, including proposals to mitigate the impact of traffic associated with the development, and incorporating a comprehensive network for pedestrians, cyclists and public transport with links to adjoining areas, including a particular emphasis on improving the linkages across the Windrush Valley into the town centre consistent with the aims and objectives of the Windrush in Witney Project.

d) the provision of appropriate landscaping measures to mitigate the potential impact of development and associated infrastructure.

e) the provision of appropriate financial contributions towards primary and secondary education capacity enhancements.

f) biodiversity, landscape and public access enhancements within the Lower Windrush Valley including arrangements for future maintenance.

g) provision of appropriate green infrastructure including allotments.

h) appropriate measures to mitigate traffic noise.

hi) the conservation, and enhancement where possible, of the setting of the Cogges Scheduled Monument and the Witney and Cogges Conservation Area.

hii) the investigation, recording and safeguarding of the known and potential archaeological significance of the Area prior to any development taking place. The results of the investigation and recording should inform the final layout of the development and be as well as the historic environment.
**deposited in a public archive.**

i) appropriate measures to mitigate flood risk including the use of sustainable drainage methods to ensure that post-development surface water run-off rates are attenuated to achieve a reduction in greenfield run-off rates. The sustainable drainage systems should be designed to provide a biodiversity enhancement.

j) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements.

k) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings.

l) the developer will be required to set aside 5% of the developable plots for those wishing to undertake custom/self-build.

| MAIN97 | Paragraph 9.2.38 | Amend text as follows:

 **North Witney Strategic Development Area (SDA)** – **1,000 - 1,400 homes (Hailey Parish)**

9.2.38 Land to the north of Witney is allocated for the delivery of **1,000 - 1,400 homes**. The site is considered to be well-related to the main services and facilities of Witney, has no major ecological or heritage constraints and based on the proposed quantum of growth, will not have a significant landscape impact. Importantly, the development will be required to deliver **the delivery of** the West End Link (WEL) a second river crossing for Witney together with a new northern distributor road connecting **Hailey Road to New Yatt Road and onto Woodstock Road**.

To reflect the proposed increase in housing number and to provide clarification in relation to the delivery of the West End Link and northern distributor road.

| MAIN98 | Figure 9.4 – North Witney Strategic Development Area | Plan amended to show modest increase in extent of developable area on the main part of the site between Hailey Road and New Yatt Road and the expansion of the SDA boundary to include land west of Hailey Road. The

To reflect the proposed increase in the extent of the SDA and the proposed increase
<table>
<thead>
<tr>
<th>Paragraphs 9.2.40 – 9.2.40b</th>
<th>Amend and insert additional text as follows:</th>
<th>in housing numbers.</th>
</tr>
</thead>
<tbody>
<tr>
<td>9.2.40 The site comprises two separate parcels, a larger area of land (49ha) between Hailey Road and New Yatt Road and a smaller parcel between New Yatt Road and Woodstock Road (7ha). It is anticipated that the smaller site will deliver up to 200 homes with the remaining 800 homes being provided on the larger site. The proposed site allocation comprises three separate parcels of land, a larger area of land (c. 49ha) between Hailey Road and New Yatt Road a parcel between New Yatt Road and Woodstock Road (c. 7ha) and a smaller parcel of land west of Hailey Road (c. 4ha). It is anticipated that across the allocation as a whole, around 1,400 homes could be provided but the quantum of development on each parcel will depend to an extent on the proposed primary education arrangements.</td>
<td>To reflect the proposed increase in the extent of the SDA and the proposed increase in housing numbers.</td>
<td></td>
</tr>
<tr>
<td>9.2.40a The land west of Hailey Road could be used for new housing (around 100 homes) or alternatively could be used to expand Witney Community Primary School (as an alternative to a new school being provided within the North Witney SDA) thereby freeing up development capacity within the main site area.</td>
<td>To also identify the potential for additional land adjacent to the SDA boundary to be considered.</td>
<td></td>
</tr>
<tr>
<td>9.2.40b In addition to the proposed site allocation shown on Figure 9.4, there may also be some potential for further development on the land further north between New Yatt Road and Woodstock Road. The site has not been promoted for development through the Council’s housing land availability assessment and has therefore not been included within the allocation but in principle may be suitable subject to there being a demonstrable benefit e.g. in terms of improved highway access arrangements and Green Infrastructure provision.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Paragraphs 9.2.41 – 9.2.42</td>
<td>Amend and insert additional text as follows:</td>
<td>To highlight the importance of the historic environment and the potential use of off-site infrastructure.</td>
</tr>
<tr>
<td>9.2.41 Key considerations for this site include flood risk, ecology, landscape</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
9.2.42 In terms of flood risk, evidence suggests that there is scope to reduce surface water run-off from the site itself through the use of sustainable drainage and potential off-site enhancements. The site promoter has identified land to the north of the SDA boundary which could be used for the purpose of off-site storage. Although the associated West End Link falls within an area of designated floodplain, it is classed as ‘essential infrastructure’ and there are no sequentially preferable alternatives available (other than the A40/Shores Green slip roads scheme which is also being taken forward).

9.2.45 In terms of landscape impact, evidence prepared in support of the Local Plan suggests that the proposed quantum of development (1,000 homes) is able to be accommodated on the site without undue adverse impact. A detailed landscape and visual impact assessment would however be required in support of any future application. In terms of landscape impact, evidence prepared in support of the Local Plan suggested that the originally proposed quantum of development (1,000 homes) was able to be accommodated on the site without undue adverse impact. Taking account of the additional development capacity provided by the inclusion of land west of Hailey Road, a modest increase in the extent of the developable area to the north (see Figure 9.4) and slightly higher density assumptions, it is considered that around

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20 North Witney and WEL Level 2 Strategic Flood Risk Assessment (2015)
| MAIN102 | Paragraph 9.2.48 | Amend and insert additional text as follows:  
9.2.48 As a large site, development of the North Witney SDA is likely to fall into a number of phases. There is already a current planning application on part of the site for 200 dwellings which is likely to form ‘Phase 1’ (subject to a comprehensive masterplan/delivery framework for the whole site). Because of the lead-in times associated with larger strategic sites, it is likely that the With regard to phasing, it is proposed that the larger part majority of the site will be phased to come forward later in the plan period after 2021 unless delivery can be accelerated. This phased approach will Delivery of the bulk of development in the medium to long-term would however offer the following advantages:  
- help to ensure that housing delivery is provided evenly across the whole of the Local Plan period;  
- ensure the traffic transport impact of the scheme is minimised by allowing for the new A40/Down’s Road junction and A40/Shores Green improvements to come forward first;  
- allow time for the east and west Witney schemes to come forward in advance (and thereby avoid market saturation in the Witney area); and  
- allow time for the West End Link element of the scheme to be phased in appropriately as an integral part of the development, ahead of the majority of development coming forward. | To provide additional flexibility in relation to the phasing of development. |
| MAIN103 | Policy WIT2 – North Witney Strategic Development Area | Amend text as follows:  
Policy WIT2 – North Witney Strategic Development Area (1,000 homes) | To reflect the proposed increase in the quantum of development and to emphasise the need for a comprehensive,
Land to the north of Witney to accommodate a sustainable, integrated community that forms a positive addition to Witney, including:

a) **about 1,000 homes** with a balanced and appropriate mix of residential accommodation to meet identified needs, including affordable housing. This will include c.200 homes on land between New Yatt Road and Woodstock Road and c.800 homes on land between Hailey Road and New Yatt Road

ai) comprehensive development to be led by an agreed masterplan;

b) **development on the larger part of the site between New Yatt Road and Woodstock Road** to be phased to come forward in the period post-2021 in accordance with the timing of supporting infrastructure and facilities including delivery of the West End Link and Northern Distributor Road;

c) the provision of other supporting transport infrastructure, including proposals to mitigate the impact of traffic associated with the development, and incorporating a comprehensive network for pedestrians, cyclists and public transport with links to adjoining areas including the town centre and other key destinations;

d) the provision of a new primary school on-site (1.5FE (including foundation stage) with 2FE core facilities to enable future expansion of the school together with financial contributions towards secondary school capacity as appropriate;

d) the provision of a new primary school on-site (2FE including nursery) on a 2.2ha site together with financial contributions towards secondary school capacity as appropriate. Alternatively, provision to be made for the expansion of Witney Community Primary School together with financial contributions towards secondary school capacity as appropriate;

di) the conservation and where possible enhancement of the setting.

masterplan-led approach to development. To provide additional flexibility in relation to the proposed phasing of development and to reflect the larger primary school that would be required as a result of the increased housing number.

Additional clarification added in relation to the historic environment and the potential for off-site drainage measures.
of the grade II listed Middlefield Farmhouse and dovecote and the Witney and Cogges and Hailey Conservation Areas;

di) the investigation, recording and safeguarding of the known and potential archaeological significance of the Area prior to any development taking place. The results of the investigation and recording should inform the final layout of the development and should be deposited in a public archive;

e) the provision of appropriate landscaping measures to mitigate the potential impact of development including a positive landscape framework to create a new town edge;

f) retention of important on-site hedgerows and plantation woodland;

g) biodiversity enhancements including arrangements for future maintenance;

h) provision of appropriate green infrastructure including allotments;

i) appropriate measures to mitigate flood risk including the use of sustainable drainage methods to ensure that post-development surface water run-off rates are attenuated to achieve a reduction in greenfield run-off rates. This may include consideration of ‘off-site’ solutions. The sustainable drainage systems should be designed to provide a biodiversity enhancement.

j) all development should be steered to areas at least flood risk within Flood Zone 1 and flood alleviation measures to reduce flood risk associated with the Hailey Road Drain should be incorporated where appropriate.

k) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements.

l) ensuring that the design and construction of the West End Link has no harmful undue impact on heritage assets and biodiversity and
provides for **mitigation and enhancements to biodiversity** where feasible;

m) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings.

n) the developer will be required to set aside 5% of the developable plots for those wishing to undertake custom/self-build.

## Amendment

**Main104**

<table>
<thead>
<tr>
<th>Paragraphs 9.2.49 – 9.2.51c</th>
<th>Amend and insert additional text as follows:</th>
</tr>
</thead>
<tbody>
<tr>
<td>9.2.49 Alternative Options for Strategic Growth at Witney</td>
<td>Two other main options have been considered for the expansion of Witney including land to the south and land to the north east of the town. Having regard to the overall housing requirement and evidence prepared in support of the Local Plan(^{23}) these sites have not been allocated. In terms of alternative strategic directions of growth at Witney, several other options have been considered including land to the south and land to the north east of the town as well as land to the west of Downs Road. Having regard to the overall housing requirement and evidence prepared in support of the Local Plan(^{24}) these sites have not been allocated at this point but will be re-considered as part of any subsequent review of this Local Plan.</td>
</tr>
<tr>
<td>9.2.50 Land to the south of Witney which straddles the boundaries of Ducklington and Curbridge Parishes, whilst physically proximate to the</td>
<td></td>
</tr>
</tbody>
</table>

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\(^{23}\)West Oxfordshire Assessment of Strategic Site Options Update (February 2015); Sustainability Appraisal of Pre-Submission Draft West Oxfordshire Local Plan (Enfusion February 2015)

\(^{24}\)West Oxfordshire Assessment of Strategic Site Options Update (February 2015); Sustainability Appraisal of Pre-Submission Draft West Oxfordshire Local Plan (Enfusion February 2015); SA Addendum Report (Enfusion 2016); SHELAA (2016)
<table>
<thead>
<tr>
<th>MAIN105</th>
<th>Paragraph 9.2.51d</th>
<th>Insert new text as follows:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Non-Strategic Housing Allocations</td>
<td></td>
</tr>
<tr>
<td></td>
<td>9.2.51d In order to help meet identified housing needs, in addition to the two</td>
<td></td>
</tr>
</tbody>
</table>

Town centre and main employment areas in the south is segregated from the town by the A40. There are concerns regarding noise, odour and landscape impact and unlike the alternative options, the scheme would not deliver any strategic highway improvements for Witney.

9.2.51 Land to the north east of Witney which straddles the boundaries of Witney Parish and South Leigh Parish is highly sensitive in terms of landscape impact and importantly, in terms of deliverability, there is some uncertainty in relation to the assembly of land needed to provide satisfactory access arrangements onto Jubilee Way.

9.2.51a Land to the west of Downs Road is at present rather divorced and isolated from the existing built area of Witney. However, when the committed urban extension at West Witney (North Curbridge) is completed, the context of the site will change and it could potentially form a logical urban extension to the town. It would provide a good opportunity for additional business land capitalising on the existing employment focus along Downs Road as well as the improved access to be provided by new junction onto the A40. There may also be potential for new housing as part of a comprehensive mixed-use scheme.

9.2.51b Any strategic development in this location would be likely to necessitate relocation of part of the Witney Lakes golf course. Potentially this could be re-provided to the north-west of the existing course, providing a permanent buffer to Minster Lovell. Land to the west of Downs Road is therefore identified as an ‘area of future development potential (employment and housing)’ – see Figure 9.6.

9.2.51c The potential allocation of this area of land will be considered alongside other reasonable alternatives (including those outlined above) through any subsequent review of this Local Plan.

To reflect the proposed allocation of two smaller non-strategic sites within the Witney sub-area.
strategic development areas outlined above, two smaller site allocations are proposed in the Witney sub-area: Woodford Way Car Park at Witney and Land to the west of Minster Lovell, near Witney.

### MAIN106

| Paragraphs 9.2.51e – 9.2.51f | Insert new text as follows:  

**Woodford Way Car Park (50 homes)**

9.2.51e This site is currently in use as a surface level car park close to the centre of Witney on Woodford Way. It is a highly sustainable location for residential development being within easy walking and cycling distance of a broad range of services and facilities. The principle of residential development on the site has previously been accepted through a planning permission although this has now lapsed. The proposed site allocation is shown in Figure 9.4a below.

9.2.51f Whilst not available in the short term, it is reasonable to expect that a residential scheme could come forward on this site within the plan period most likely as part of a mixed-use scheme including other suitable and compatible town centre uses. The southern part of the site falls within Flood Zone 2 and is a key consideration for any future redevelopment. |

Factual description of the proposed site allocation at Woodford Way Car Park, Witney and an explanation of the potential redevelopment of the site in the longer term to 2031.

### MAIN107

| Figure 9.4a – Woodford Way Car Park | New plan added showing boundary of proposed housing allocation at Woodford Way Car Park, Witney. |

To reflect the proposed allocation of the site for 50 homes.

### MAIN108

| Policy WIT2a – Woodford Way Car Park, Witney | Insert new policy as follows:  

**Policy WIT2a – Woodford Way Car Park, Witney**

Land at Woodford Way Car Park to accommodate around 50 new homes either as part of a residential or mixed-use scheme with other compatible town centre uses whilst retaining an appropriate amount of public car parking. |

To reflect the proposed allocation of the site for 50 homes and to establish the criteria against which any development proposals will be considered.
### Key issues to be addressed as part of any development proposal will include:

a) provision of a mix of house types and tenures including affordable housing in accordance with Policy H3 – Affordable Housing;

b) making efficient use of the site in terms of density and layout recognising the irregular site boundary and the need to provide passive supervision of the footpath along the southern boundary;

c) consideration of appropriate flood risk avoidance/mitigation;

d) appropriate provision of and contributions towards supporting infrastructure;

e) the need to provide a strong frontage to Woodford Way whilst ensuring that the height and design of any proposed buildings has regard to the topography of the site and the potential impact on adjoining occupants including in particular the single storey bungalows to the west of the site;

f) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements;

g) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings.

### Factual description of the proposed site allocation west of Minster Lovell and a summary of the key issues to be addressed through any proposed development.

**Land west of Minster Lovell (85 homes)**

This is a greenfield site currently in agricultural (arable) use on the western side of Minster Lovell near Witney. The site is just under 8 ha in size in total but the southern portion of the site would be designated as public open space. The anticipated number of dwellings is around 85. Minster Lovell is a sustainable settlement close to Witney and also
offering its own range of service and facilities.

9.2.52i Importantly, the site is next to an existing area of relatively dense, more modern development that is not characteristic of the historic core of Minster Lovell which has a very linear form and single plot depths running along the B4477 reflecting the chartist origins of the settlement. The scale of proposed development is such that it would integrate with rather than dominate the existing village. The development also offers the opportunity to enhance the western edge of the settlement on the approach to Minster Lovell along the B4047 Burford Road. The proposed allocation is shown in Figure 9.4b below.

9.2.52j The site is the subject of a current planning application demonstrating clear developer interest in bringing the site forward in the short-term. Key considerations for the site include the mitigation of landscape and visual impact including views from the Cotwolds AONB to the north, ensuring effective integration with the existing village and the need to reflect the existing pattern of development including the provision of open space on the southern portion of the site.

<table>
<thead>
<tr>
<th>MAIN110</th>
<th>Figure 9.4b – Land West of Minster Lovell</th>
<th>New plan added showing boundary of proposed housing allocation on land west of Minster Lovell.</th>
<th>To reflect the proposed allocation of the site for 85 homes.</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAIN111</td>
<td>Policy WIT2b – Land West of Minster Lovell</td>
<td>Insert new policy as follows: Policy WIT2b – Land West of Minster Lovell Land to the west of Minster Lovell to accommodate around 85 new homes as part of a sustainable, integrated extension of the existing village. Key issues to be addressed as part of any development proposal will include: a) provision of a mix of house types and tenures including affordable housing in accordance with Policy H3 – Affordable Housing;</td>
<td>To reflect the proposed allocation of the site for 85 homes and to establish the criteria against which any development proposals will be considered.</td>
</tr>
<tr>
<td><strong>MAIN112</strong></td>
<td><strong>Paragraphs 9.2.53 – 9.2.53a</strong></td>
<td><strong>Amend and insert additional text as follows:</strong></td>
<td></td>
</tr>
<tr>
<td>-------------</td>
<td>---------------------------------</td>
<td>--------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>9.2.53</strong> In accordance with the overall strategy, Witney will be the main a key focus for additional business and employment opportunities over the</td>
<td><strong>To reflect the fact that a significant quantum of employment land has been identified on land north of</strong></td>
<td></td>
</tr>
</tbody>
</table>

b) the provision of primary vehicular access from the B4047;
c) protecting key views from the Cotswold AONB to the north of the site;
d) effective integration with the existing village including consideration of any pedestrian and cycle linkages;
e) a positive enhancement of the western edge of Minster Lovell including the approach from the west along the B4047;
f) development layout that respects the existing built form to the east of the site;
g) appropriate provision of and contributions towards supporting infrastructure;
h) provision of open space on the south of the site to take account of the existing public open space on Ripley Avenue;
i) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements;
j) the use of sustainable drainage methods to ensure that post-development surface water run-off rates are attenuated to achieve a reduction in greenfield run-off rates. The sustainable drainage systems should be designed to provide a biodiversity enhancement;
k) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings.
<table>
<thead>
<tr>
<th><strong>9.2.53a</strong></th>
<th>In the longer term, there may be potential for further business land provision to the west of Downs Road. Part of the land adjoins an existing industrial area which includes number of leading local employers including Chris Hayter Transport and Stewart Milne Timber Systems. A further extension of this area to the south and west would be logical in planning terms and could provide the opportunity to deliver an additional road connection between Downs Road and the B4047. There is also scope for additional business land to be provided around the new Downs Road/A40 junction.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>9.2.58</strong></td>
<td>A number of strategic highway improvement schemes are proposed to complement the improvements that were made to the Ducklington Lane junction in 2014. These include:</td>
</tr>
<tr>
<td></td>
<td>• A40/Downs's <strong>Road</strong> junction – the provision of a new ‘all movements’ junction onto the A40 at Downs’ Road to the west of Witney. This will be delivered as part of the committed urban extension to the west of Witney (north Curbridge).</td>
</tr>
<tr>
<td></td>
<td>• A40/Shore’s Green <strong>Western Slip Roads</strong> - the provision of west facing slip roads at the Shore’s Green junction onto the A40 to the east of Witney. This will be <strong>delivered facilitated by new development including primarily as part of the proposed East Witney Strategic Development Area (SDA)</strong></td>
</tr>
<tr>
<td></td>
<td>• West End Link <strong>Road (WEL)</strong> – the provision of a new road link between Woodford Way and West End creating a second river</td>
</tr>
</tbody>
</table>

| Eynsham as part of the proposed garden village serving needs to 2031 and beyond. To also reflect the possible long-term development potential of land west of Downs Road in Witney. |
|---|---|
| To reflect the fact that the Shores Green Slip Road scheme and West End Link will be facilitated by proposed strategic development east and north of Witney. |
| To also reflect the proposed creation of a strategic transport strategy and fund for Witney. |
crossing for Witney. This will be facilitated by new development including primarily delivered as part of the proposed North Witney Strategic Development Area (SDA).

- Northern Distributor Road – the provision of a new road link between Hailey Road and Woodstock Road via New Yatt Road. This will be delivered as part of the proposed North Witney Strategic Development Area (SDA)

9.2.59 It is anticipated that this ‘package’ of strategic highway improvements will help to mitigate the impact of planned housing and business growth in Witney and provide a significant improvement to the flow of vehicles in and around the town. It is proposed that a strategic transport strategy and fund will be created for Witney in conjunction with the County Council as highway authority. Other ‘non-strategic’ highway improvements will be sought as appropriate through new development including those identified in the IDP.

<table>
<thead>
<tr>
<th>MAIN114</th>
<th>Policy WIT3 – Witney Town Centre Strategy</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Policy WIT3 – Witney Town Centre Strategy</strong></td>
</tr>
<tr>
<td></td>
<td>The overall objective is to maintain and enhance Witney Town Centre providing an accessible, attractive and diverse shopping, visitor and evening economy offer and the principal shopping and leisure destination for West Oxfordshire and the surrounding area. This will be achieved by:</td>
</tr>
<tr>
<td></td>
<td>- Maintaining a strong and diverse shopping core with a good mix of retailers, focused on the High Street as the main pedestrian route and connector between the Woolgate and Marriotts Walk shopping centres. A primary shopping frontage is defined between these shopping centres and along the High Street where the loss of shops will be resisted.</td>
</tr>
<tr>
<td></td>
<td>- Promoting the Market Square and Corn Street areas as shopping,</td>
</tr>
<tr>
<td></td>
<td>To reflect the importance of the historic environment of Witney including the Town Centre.</td>
</tr>
</tbody>
</table>
leisure and cultural quarters, whilst avoiding excessive concentrations of uses that could impact on amenity or vitality. Secondary shopping frontages are defined in these and other areas. The loss of town centre uses from secondary shopping frontages will be resisted.

- Investigating opportunities for phased, organic extension of the Woolgate shopping centre and at Welch Way to meet retailer needs, well connected to and strengthening the High Street.

- Maintaining and enhancing the Market Square as an attractive public space which can be used for other purposes at other times.

- Seeking to raise the profile of Witney as a visitor destination, investigating opportunities for additional accommodation and improved visitor facilities such as coach drop off/waiting areas.

- Conserving and enhancing the special interest of the Witney Conservation Area and the significance of the other heritage assets in the town.

- Enhancing the historic market town character and public realm by seeking to ensure investment in paved areas, street furniture, signage and shop fronts and through the provision of appropriate servicing and waste collection arrangements.

- Ensuring the town centre, as a key destination, remains accessible, through the provision and management of car parking and through enhancing public transport, pedestrian and cycle routes and infrastructure.

- In the Buttercross/Church Green area south of Corn Street and Langdale Gate, the further intensification of shopping or commercial development will be resisted except where the proposed use would be incidental to the primary permitted use of the building (e.g. working at home).

Development proposals which significantly increase car parking demand will be expected to make appropriate public car parking
<table>
<thead>
<tr>
<th>MAIN115</th>
<th>Policy WIT4 – Witney Sub-Area Strategy</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Amend text as follows:</td>
</tr>
<tr>
<td></td>
<td><strong>Policy WIT4 – Witney Sub-Area Strategy</strong></td>
</tr>
<tr>
<td></td>
<td>The focus of new housing, supporting facilities and additional employment opportunities will be Witney. New development in the rest of the sub-area will be limited to meeting local community and business needs and will be steered towards the larger villages.</td>
</tr>
<tr>
<td></td>
<td>Proposals for development in the sub-area should be consistent with the strategy which includes:</td>
</tr>
<tr>
<td></td>
<td>- delivery of around <strong>3,700 4,400</strong> new homes to be focused on Witney and to include affordable housing and homes designed to meet a range of different needs including older people.</td>
</tr>
<tr>
<td></td>
<td>- a <strong>Strategic Development Area of around 400 450</strong> dwellings on the eastern side of Witney (see Policy WIT1)</td>
</tr>
<tr>
<td></td>
<td>- a <strong>Strategic Development Area of around 1,000 1,400</strong> dwellings to the north of Witney (see Policy WIT2)</td>
</tr>
<tr>
<td></td>
<td>- a non-strategic housing allocation of <strong>50 dwellings on Woodford Way Car Park, Witney</strong> (see Policy WIT2a)</td>
</tr>
<tr>
<td></td>
<td>- a non-strategic housing allocation of <strong>85 dwellings on land west of Minster Lovell</strong> (see Policy WIT2b)</td>
</tr>
<tr>
<td></td>
<td>- expansion of employment opportunities in the town through the retention and modernisation of existing sites, development of remaining available employment land (10ha) and the provision of further employment land (at least 10ha) on the western edge of Witney to provide sufficient space for business expansion, relocation and inward investment</td>
</tr>
<tr>
<td></td>
<td>- land to the west of Down’s Road identified as an ‘area of future long...”</td>
</tr>
</tbody>
</table>

The changes reflect the increased housing requirement for the Witney sub-area, the increased quantum of development at North and East Witney SDAs and the two proposed non-strategic allocations.

To also reflect the proposed identification of the land west of Downs Road as an area of long-term development potential.

Also to more fully emphasise the importance of the historic environment and transport infrastructure.
term development potential’ to include consideration of opportunities for new housing and employment to meet identified development needs beyond 2031.

- continuing to work with Oxfordshire County Council and landowners/developers to deliver improvements to key highway infrastructure to reduce traffic and pollution in the historic core and to improve the general flow of traffic and access to primary transport routes, with priority on delivering the A40/Downs Road junction (all traffic movements), Shore’s Green junction (west facing slip roads) the West End Link and Northern Distributor Road and other supporting highway improvement measures

- enhancing public transport, and pedestrian and cycle routes and infrastructure together with managing car parking to reduce car use for short journeys

- avoiding development which will be at risk of or increase the risk of flooding and working with landowners/developers and partners such as the Environment Agency to deliver flood mitigation measures

- protection and enhancement of the market town character and setting of Witney, neighbouring villages and the Windrush Valley, including the particularly vulnerable gap between Witney and Ducklington

- development on land within or where it would be visible from the Windrush in Witney Policy Area will be required to protect and enhance the intrinsic landscape, character, ecology and cultural value of the valley

- protection of the Cotswolds Area of Outstanding Natural Beauty (AONB)

- Conservation and enhancement of the historic environment

- ensuring that new development makes appropriate and timely provision for necessary supporting infrastructure, including new
<table>
<thead>
<tr>
<th>MAIN116</th>
<th>Figure 9.6 – Witney Sub-Area Strategy</th>
<th>Formatting changes to plan to include; new committed housing development at Burford Road, Witney, location of Buttercross scheduled monument, expanded North Witney SDA boundary, proposed housing allocation at Woodford Way and land west of Downs Road as an area of long-term development potential.</th>
<th>To illustrate the proposed main modifications of spatial relevance to Witney.</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAIN117</td>
<td>Paragraphs 9.3.4 – 9.3.6b</td>
<td>Amend and insert additional text as follows: <strong>9.3.4</strong> Most of the existing housing within this sub-area is located in Carterton. Military housing was built in the town after the Second World War, followed by extensive areas of private housing from the 1980s to recent times. Housing was primarily built within the low density structure of the original settlement until this century when the North East Carterton Development Area (Shilton Park) extended the town onto adjoining agricultural land providing around 1,500 new homes. A further 1,000 new homes are currently proposed through two committed schemes on the edge of Carterton including 700 to the east and 250 to the north-west.</td>
<td>Factual update in relation to anticipated housing numbers on the two large schemes on the edge of Carterton.</td>
</tr>
</tbody>
</table>

Although many RAF service personnel live on the base, there are several areas of MOD housing within Carterton including the areas around Stanmore Crescent (REEMA Central) and Northwood Crescent (REEMA North) as well as land around York Road, Carr Avenue, Lyneham Close, Northolt Road and Bovingdon Road. These areas are illustrated on Figure 9.10. Some of this housing is built at low density and poorly designed, and the redevelopment of MOD housing has been highlighted as a priority throughout the preparation of this Local Plan and it is important to the successful progress of Carterton as a thriving town. **9.3.5a** If areas of older, low density poor quality MOD housing are able to be redeveloped, it would provide additional housing to meet identified needs and would also improve the appearance and perception of the town. New homes in central locations would also support the vitality of the town. | To also further emphasise the potential redevelopment of MOD land within Carterton and its importance for successful regeneration of the town. |

The amendments also provide an update on anticipated housing numbers on the two MOD sites at REEMA north and central.
and viability of the Town Centre and local services and facilities including Carterton Community College.

9.3.6 One of the sites (REEMA North) has recently been cleared to provide 200 new homes for service personnel. Once the development is complete (expected in 2016) the adjoining site (REEMA Central) will be made available to the open market for potential redevelopment for housing. One of the MOD sites (REEMA North) has recently been cleared to provide 200 new homes for service personnel. The development had originally been expected to be complete in 2016 but has been delayed for funding reasons. In terms of dwelling numbers, it is reasonable to consider that through a more innovative design and improved housing mix, more than 200 homes could be provided on the site. Discussions with the MOD are ongoing about a potential way forward for this site.

9.3.6a Part of the adjoining site (REEMA Central) has been declared surplus to MOD requirements and made available to Annington Homes who are currently progressing a market housing scheme of 135 dwellings (net gain of 81 dwellings). The remainder of the site is likely to be made available to Annington Homes over the course of the plan period.

9.3.6b The Council will work pro-actively with the MOD, Defence Infrastructure Organisation (DIO) and Annington Homes in order to maximise the delivery of new housing on the two REEMA sites and to further investigate the possibility of other areas of old military housing stock being made available for redevelopment at higher densities and to improved design standards.

<table>
<thead>
<tr>
<th>MAIN118</th>
<th>Paragraphs 9.3.36 – 9.3.38</th>
<th>Amend and insert additional text as follows: Scope for Further Expansion</th>
<th>To provide clarification on anticipated dwelling numbers at REEMA north and REEMA central.</th>
</tr>
</thead>
<tbody>
<tr>
<td>9.3.36 There are some good opportunities for further development within the built up area of Carterton and this is a key priority for the Local Plan.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
is anticipated that the redevelopment of the two MOD sites, REEMA North and REEMA Central will deliver a net gain of around 400-500 new homes across the two sites (300 on REEMA north and 200 on REEMA central). Subject to the requirements of the MOD and viability considerations, there may also be some potential to redevelop other areas of MOD housing in Carterton over the period of the Local Plan. This would present the opportunity to increase densities and raise environmental and design standards. The Council will therefore work proactively with the MOD, Defence Infrastructure Organisation (DIO) and Annington Homes in order to further investigate the possibility of other areas of old military housing stock being made available for redevelopment.

9.3.36a There are also a number of areas of under-used land in and around the Town Centre which provide the opportunity to deliver modern, high quality and high density development in order to support the vitality and viability of the town centre. These sites provide the opportunity for residential or mixed-use development that would increase presence within the Town Centre supporting local services and facilities as well as the evening economy. The District Council will work proactively with the Town Council to deliver potential redevelopment schemes including the development of planning briefs for key sites.

9.3.37 Whilst there are opportunities within Carterton, in order to meet the identified housing requirement for this sub-area it will be necessary to expand the existing urban area through development on Greenfield land. It is anticipated that this will take place on two sites which are both already committed through the planning process including land to the east of Carterton (700 homes) and land to the north-west (316-250 homes).

9.3.38 Alternative options to the north, north-east and west of the town have been promoted through the Local Plan process and in the case of the latter through an outline planning application. Also to more fully emphasise the Council’s commitment to working with the MOD, DIO and Annington Homes to bring forward additional redevelopment opportunities within Carterton.

In addition the amendments highlight the potential to bring forward additional mixed-use sites in and around Carterton Town Centre as well as a factual update on committed housing numbers and strategic options considered for development.

Factual update on the balance of
9.3.41 In accordance with the overall strategy, future development within this sub-area will be focused predominantly at Carterton which as the district’s second largest town, offers a good range of services facilities and represents a sustainable location for future development.

9.3.42 However, a distinctive characteristic of Carterton is the imbalance that exists between the number of economically active residents and job opportunities. In short, there are fewer jobs than resident workers which lead to a relatively high level of out-commuting (60%). This is in contrast to Witney where the number of jobs and economically active workers are much more closely aligned, which accommodates the majority of the District’s job opportunities (around 35%).

9.3.43 In light of this, the proposed quantum of housing in the Carterton sub-area is lower than the Witney sub-area and to help the current imbalance of homes and jobs, there will be a particular focus on additional business land provision (see below).

9.3.44 It is anticipated that the overall housing requirement for this area (2,600 homes) will be met through a combination of homes already completed, existing commitments, sites identified in the Council’s SHLAA, windfall development and an allocated Strategic Development Area (SDA). This is summarised in the table below. It is anticipated that the overall housing requirement for this area (2,600 homes) will be met through a combination of homes already completed, existing commitments, allocated sites and windfall development. This is summarised in the table below. Further sites will also be identified through any subsequent review of this Local Plan.

| Carterton sub-area indicative housing | 2,600 |

Also to provide an update on anticipated housing delivery within the Carterton sub-area to 2031.
### Table 9.2 – Anticipated Housing Delivery in the Carterton Sub-Area

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Homes already completed (2011–2014)</td>
<td>135</td>
</tr>
<tr>
<td>Existing planning commitments as of 1st February 2015 including:</td>
<td>1,821</td>
</tr>
<tr>
<td>- Land east of Carterton (700)</td>
<td></td>
</tr>
<tr>
<td>- REEMA North (200)</td>
<td></td>
</tr>
<tr>
<td>- Milestone Road (263)</td>
<td></td>
</tr>
<tr>
<td>- Carterton Petrol Station (42)</td>
<td></td>
</tr>
<tr>
<td>- New Road, Bampton (160)</td>
<td></td>
</tr>
<tr>
<td>- North West Carterton (316)</td>
<td></td>
</tr>
<tr>
<td>- Saxel Close, Aston (38)</td>
<td></td>
</tr>
<tr>
<td>- Other permissions (102)</td>
<td></td>
</tr>
<tr>
<td>REEMA Central Strategic Development Area (SDA)</td>
<td>200</td>
</tr>
<tr>
<td>Identified SHLAA capacity</td>
<td>15</td>
</tr>
<tr>
<td>Windfall allowance (25 per year 2015–2031)</td>
<td>400</td>
</tr>
<tr>
<td>Total</td>
<td>2,571</td>
</tr>
<tr>
<td>Description</td>
<td>Units</td>
</tr>
<tr>
<td>----------------------------------------------------------------------------</td>
<td>-------</td>
</tr>
<tr>
<td>Carterton sub-area indicative housing requirement</td>
<td>2,600</td>
</tr>
<tr>
<td>Homes already completed (2011 – 2014)</td>
<td>231</td>
</tr>
<tr>
<td>Existing large planning commitments as of 1st September 2016 (10 or more units) including:</td>
<td></td>
</tr>
<tr>
<td>• Land east of Carterton (700)</td>
<td></td>
</tr>
<tr>
<td>• North west Carterton (205)*</td>
<td></td>
</tr>
<tr>
<td>• REEMA North (200)</td>
<td></td>
</tr>
<tr>
<td>• Carterton Petrol Station (42)</td>
<td></td>
</tr>
<tr>
<td>• New Road, Bampton (160)</td>
<td></td>
</tr>
<tr>
<td>• Saxel Close, Aston (38)</td>
<td></td>
</tr>
<tr>
<td>• Land north of Cote Road, Aston (41)</td>
<td></td>
</tr>
<tr>
<td>• Linden House, Kilkenny Lane, Carterton (10)</td>
<td></td>
</tr>
<tr>
<td>• Brooklands nurseries, Carterton (15)</td>
<td></td>
</tr>
<tr>
<td>• 63 Burford Road, Carterton (3)*</td>
<td></td>
</tr>
<tr>
<td>Existing small planning commitments as of 1st September 2016 (less than 10 units)</td>
<td>75</td>
</tr>
<tr>
<td>REEMA North and Central Strategic Development Area (SDA)**</td>
<td>300</td>
</tr>
<tr>
<td>Land at Milestone Road, Carterton</td>
<td>200</td>
</tr>
<tr>
<td>Land at Swinbrook Road, Carterton</td>
<td>70</td>
</tr>
<tr>
<td>----------------------------------</td>
<td>----</td>
</tr>
<tr>
<td>Anticipated windfall (2016 – 2031)</td>
<td>262</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2,552</strong></td>
</tr>
</tbody>
</table>

*remaining units forming part of a larger scheme

** REEMA North is listed twice in the table as 200 units are already committed through a planning permission with the potential for a further 300 units across both REEMA North and REEMA Central in the period to 2031 i.e. 500 net gain in total.

**Factual update on past completions and existing commitments. Anticipated windfall is based on past trends by sub-area. Reference to SHLAA sites has been deleted as these have no statutory status in planning terms.**

Amend and insert additional text as follows:

**Past completions, existing commitments, SHLAA sites and windfall**

9.3.45 In the first three years of the plan period (2011 – 2014) a total of 135 homes have already been completed in the Carterton sub-area. As 1st February 2015, a further 1,821 homes already benefit from planning permission or resolution to grant permission subject to Section 106. In the first five years of the plan period (2011 – 2016) a total of 231 homes have already been completed in the Carterton sub-area. As 1st September 2016, a further 1,489 homes already benefit from planning permission or resolution to grant permission subject to Section 106. This comprises 1,414 on larger sites of 10 or more dwellings and 75 on smaller sites of less than 10.

9.3.46 The largest of these sites is land to the east of Carterton which was the subject of a draft local plan allocation in 2012 and 2014 and now benefits from a resolution to grant outline planning permission for 700 homes. A further 316 homes are also committed on land to the north west of Carterton with 200 new homes also proposed for service families on the MOD REEMA North site in Carterton (although there is considered to be scope for an increased number of dwellings through appropriate mix, design and layout).
In addition, the Council's SHLAA (June 2014) has identified capacity for around 15 new homes on a couple of small sites within the Carterton sub-area. These are assessed in detail in the SHLAA (available separately) and include the following:

- Pear Tree Farm, Filkins and Broughton Poggs
- Land off the Elms, Langford

It is also considered appropriate to include a 'windfall' allowance to cater for unidentified sites that are likely to come forward for housing over the period of the Local Plan. Based on past evidence, a conservative estimate is that such schemes would provide 25 homes per year within the Carterton sub-area over the remaining period of the Local Plan (2015—2031) thereby providing an additional 400 new homes. It is also considered appropriate to include a 'windfall' allowance to cater for unidentified sites that are likely to come forward for housing over the period of the Local Plan. Based on past evidence of historic rates of windfall delivery by sub-area, it is reasonable to expect delivery of at least 262 units from unidentified windfall sites in the period 2016—2031.

### Amend text as follows:

**Strategic Development Areas (SDAs)**

A single Strategic Development Area (SDA) is Three 'non-strategic' housing allocations are proposed within the Carterton sub-area including REEMA North and Central, Milestone Road, Carterton and Swinbrook Road, Carterton. The REEMA Central site in Carterton which is expected to deliver a net increase of around 200 new homes. This will complement the committed urban extension schemes to the east and north-west of the town which between them will deliver just over 1,000 new homes.

REEMA Central is no longer proposed to be classed as a 'strategic development area' (SDA) in light of the scale of proposed development. The allocation has been extended to also include REEMA North which is considered to have potential for more than the 200 units which currently benefit from planning permission.

Two further non-strategic allocations are also proposed at
<table>
<thead>
<tr>
<th>Paragraphs 9.3.50 – 9.3.52</th>
<th>Amend and insert additional text as follows:</th>
</tr>
</thead>
<tbody>
<tr>
<td>9.3.50</td>
<td><strong>REEMA Central Strategic Development Area (SDA) – 200 homes (Carterton Parish)</strong>&lt;br&gt;<strong>REEMA North and Central (300 homes)</strong>&lt;br&gt;The REEMA Central site currently accommodates a number of existing MOD properties but has been declared surplus to requirements pending the redevelopment of the adjoining REEMA North site for 200 service family homes. Once that scheme is complete (expected 2016) the REEMA Central site will be made available to the open market. The REEMA North and REEMA Central sites are located close to the centre of Carterton, either side of Upavon Way. The REEMA Central site had a number of existing properties on it but has now been cleared with a view to providing 200 new homes for service personnel. That scheme had been intended to be completed in 2016 but has been delayed for funding reasons. The delay is considered to offer an opportunity to revisit the mix, design and layout of the permitted 200 home scheme with a view to potentially increasing the number of new homes to around 300.</td>
</tr>
<tr>
<td>9.3.50a</td>
<td>Part of the site has already been made available to Annington Homes who are progressing a market housing scheme of 135 dwellings through a planning application (although 54 dwellings will be demolished meaning a net gain of 81 units). The remainder of the site is likely to be made available for redevelopment/infill within the period of the Local Plan.</td>
</tr>
<tr>
<td>9.3.51</td>
<td>The site Both sites are previously developed land and is very close to the town centre. It represents a sustainable development opportunity and its potential redevelopment has been well-supported through previous consultation. Given the relatively high existing use value of the <strong>REEMA Central</strong> site, complete redevelopment,</td>
</tr>
</tbody>
</table>

To reflect the fact that the allocation of REEMA Central for 200 homes set out in the submission draft Local Plan has been increased to include the adjoining REEMA North site which already has planning permission for 200 new homes.

In addition to the 200 homes already permitted it is anticipated that across the two sites there is capacity for a further 300 new homes (i.e. 500 in total).
9.3.52 A more likely outcome is a potential for some redevelopment, combined with new build infill development on the parts of the site that are currently undeveloped. It is anticipated that the net increase in housing on the REEMA Central site is likely to be around 200 new homes. **Coupled with a potential increase of around 100 dwellings on the permitted REEMA North site, the net gain over and above the existing commitment (200 dwellings) would be around 300 homes.** The proposed allocation is shown in Figure 9.8.

<table>
<thead>
<tr>
<th>MAIN123</th>
<th>Figure 9.8 – REEMA Central</th>
<th>Figure title amended to refer to REEMA North and Central. Plan amended to show revised site boundary.</th>
<th>To reflect the proposed increase in the extent of the site allocation.</th>
</tr>
</thead>
</table>

| MAIN124 | Paragraph 9.3.53 | Amend and insert additional text as follows:  
9.3.53 In the longer term there **may be some** potential for further redevelopment of MOD housing in Carterton. There are several existing areas where the density of development is relatively low and the quality of the housing stock and surrounding environs relatively poor. **These are illustrated on the plan at Figure 9.10. We will work proactively with the MOD, DIO and Annington Homes to consider the potential for new housing on these sites to help support Carterton in particular the Town Centre and surrounding environs.** At this stage however, none of those properties have been declared surplus to requirements so they cannot be relied upon to deliver additional housing to meet the indicative target for this area. | To more clearly highlight the potential for further redevelopment of MOD housing within Carterton and the Council’s commitment to working with partners to achieve this. |

| MAIN125 | Policy CA1 – REEMA Central | Amend text as follows:  
**Policy CA1 – REEMA North and Central Strategic Development Area (SDA)**  
Land at REEMA North and Central to accommodate a sustainable, integrated community that forms a positive addition to Carterton. | To reflect the proposed increase in the extent of the site allocation and the anticipated dwelling number over and above the 200 units already committed and counted in the housing land |
Proposals for development should be consistent with the following:

a) a net increase of about **200-300** homes with a range of residential accommodation to meet identified needs including affordable housing.

b) provision of high quality pedestrian and cycle links to the Town Centre and other key destinations.

c) contribution towards education and indoor and outdoor leisure provision in the local area.

d) appropriate provision for green infrastructure.

e) necessary supporting transport infrastructure, including proposals to mitigate the impact of traffic associated with the development.

f) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements.

g) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings.

h) the developer will be required to set aside 5% of the developable plots for those wishing to undertake custom/self-build.

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**MAIN126**

Paragraphs 9.3.53a – 9.3.53c

Insert new text as follows:

**Land at Milestone Road, Carterton (200 homes)**

9.3.53a This is a relatively large site of around 6 hectares located in the south of Carterton just off Milestone Road. It is bordered by RAF Brize Norton to the south, an existing employment area to the east, a residential caravan park to the west and housing to the north. The site is Greenfield comprising generous plots to a number of existing properties fronting onto Milestone Road. Importantly the principle of residential development on the site has already been established.

Factual description of the proposed site allocation at Milestone Road, Carterton. This is a new site allocation and reflects the fact that the site is considered suitable for residential development.

The site is anticipated to...
through a number of previous permissions including a 65 bed nursing care home, 93 unit extra-care scheme and 105 open market dwellings (263 units in total). However, due to difficulties in relation to land assembly, those permissions have now been disposed of.

9.3.5b With the principle of residential development having been accepted, it is considered appropriate to allocate the site for housing development as part of this Local Plan. Because of the current problems of land assembly no reliance is placed on the site in terms of the short-term 5-year housing land supply but it is quite reasonable to expect the site to come forward within the period of the Local Plan. The proposed site allocation is shown in Figure 9.8a below.

9.3.5c Having regard to the size of the site it is reasonable to assume future delivery of around 200 residential units although the final number would of course be determined by the nature and mix of any application.

<table>
<thead>
<tr>
<th>MAIN127</th>
<th>Figure 9.8a – Land south of Milestone Road, Carterton</th>
<th>New plan added showing boundary of proposed housing allocation.</th>
<th>To illustrate the site boundary of the proposed allocation.</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAIN128</td>
<td>Policy CA1a Land at Milestone Road, Carterton</td>
<td>Insert new policy as follows:</td>
<td>To reflect the proposed allocation of the site for 200 homes and to establish the criteria against which any development proposals will be considered.</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Policy CA1a Land at Milestone Road, Carterton</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Land to the south of Milestone Road, Carterton to accommodate around 200 dwellings as a well-integrated and logical extension of the existing built form of the town.</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Proposals for development should be consistent with the following:</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>a) provision of a mix of house types and tenures including affordable housing in accordance with Policy H3 – Affordable Housing;</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>b) provision of satisfactory vehicular accesses from Milestone Road via a through road and appropriate pedestrian and cycle connections;</td>
<td></td>
</tr>
</tbody>
</table>
c) appropriate provision of and contributions towards supporting infrastructure;

d) development to take account of the height, scale and density of surrounding buildings;

e) where necessary, provision of noise mitigation measures to take account of potential noise from RAF Brize Norton

f) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements.

g) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings.

h) the developer will be required to set aside 5% of the developable plots for those wishing to undertake custom/self-build.

<table>
<thead>
<tr>
<th>MAIN129</th>
<th>Paragraphs 9.3.53d – 9.3.53f</th>
</tr>
</thead>
<tbody>
<tr>
<td>Insert new text as follows:</td>
<td></td>
</tr>
</tbody>
</table>

**Land at Swinbrook Road, Carterton (70 homes)**

9.3.53d This is a small Greenfield site of around 1.7 ha on the northern edge of Carterton. It adjoins a permitted residential scheme of 250 units which is currently being constructed by David Wilson Homes. The site was originally intended to come forward as a proposed extension of the David Wilson scheme to provide a further 66 dwellings. The site received a resolution to grant planning permission subject to a Section 106 legal agreement in July 2014 however it has not come forward due to land assembly problems and the application has been disposed of.

9.3.53e With the principle of residential development having been previously accepted, it is considered appropriate to allocate the site for housing development as part of this Local Plan. Because of the current problems of land assembly no reliance is placed on the site in terms of the short-term 5-year housing land supply but it is quite reasonable to expect the Factual description of the proposed site allocation at Swinbrook Road, Carterton. This is a new site allocation and reflects the fact that the site is considered suitable for residential development.
site to come forward within the period of the Local Plan. The proposed site allocation is shown in Figure 9.8b below.

9.3.53f The site is allocated for around 70 homes, similar to the previous resolution to grant outline consent but the final number will depend on the nature of any scheme that comes forward through the planning application process. Furthermore, there may be potential to incorporate further land to the north which is currently in use as allotments (subject to their relocation) and to the north east (Linden House) which already has planning permission for 10 units. If these sites were to be included capacity could be increased to around 120 units but for the purposes of the Local Plan housing requirement, delivery of 70 units has been assumed. Access to the site is achievable from the permitted (under construction) scheme to the south.

<table>
<thead>
<tr>
<th>MAIN130</th>
<th>Figure 9.8b – Land at Swinbrook Road, Carterton</th>
<th>New plan added showing boundary of proposed housing allocation</th>
<th>To illustrate the site boundary of the proposed allocation.</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAIN131</td>
<td>Policy CA1b Land at Swinbrook Road, Carterton</td>
<td>Insert new policy as follows:</td>
<td>To reflect the proposed allocation of the site for 70 homes and to establish the criteria against which any development proposals will be considered.</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Policy CA1b Land at Swinbrook Road, Carterton</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Land to the east of Swinbrook Road, Carterton to accommodate around 70 dwellings as a well-integrated and logical extension of the existing built form of the town.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Proposals for development should be consistent with the following:</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>a) provision of a mix of house types and tenures including affordable housing in accordance with Policy H3 – Affordable Housing</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>b) provision of satisfactory vehicular access and appropriate pedestrian and cycle connections;</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>c) density, layout and form of development that integrates effectively with the adjoining residential scheme to the south of the site;</td>
<td></td>
</tr>
</tbody>
</table>
| MAIN132 | Amendments and insertions as follows:

**Alternative Options**

**9.3.54** Two other main options have been considered for the expansion of Carterton including land to the north and west of the town. Having regard to the overall housing requirement and evidence prepared in support of the Local Plan these sites have not been allocated. In terms of the future potential strategic expansion of Carterton, three main options have been considered including land to the north, north-east and west of the town. Whilst these areas of land have been identified as having some future development potential in the Carterton Masterplan,

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25 Sustainability Appraisal (SA) and Site Assessment Matrix

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having regard to the overall housing requirement and evidence prepared in support of the Local Plan these sites have not been allocated at this point but will be re-considered as part of any subsequent review of this Local Plan alongside any other reasonable alternatives.

9.3.55 Land to the north of Carterton which falls within Brize Norton Parish is considered to be poorly related to the town, relatively remote from the town centre and segregated by the Kilkenny Lane Country Park. It is poorly served by public transport and development in this location would require significant improvements to the Burford Road.

9.3.55a Land to the north east of Carterton which also falls within Brize Norton Parish is similarly poorly related to the town and more remote from the town centre. Parts of the site are also very open and elevated and development in this location would represent a significant incursion into open countryside.

9.3.56 Land to the west of Carterton which straddles the boundaries of Carterton and Alvescot Parishes is segregated from the town by virtue of the Shill Brook Valley and major development in this location would be poorly related to the town and have a harmful landscape impact.

<table>
<thead>
<tr>
<th>MAIN133</th>
<th>Paragraphs 9.3.61 – 9.3.62</th>
<th>Amend and insert additional text as follows:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>9.3.61 One option is to re-locate the existing leisure facilities on the corner of Monahan Way and Carterton Road to an alternative location (potentially linked to other related facilities) and to use the site for employment instead. This would create an effective business ‘cluster’ with the existing Ventura and West Oxfordshire business parks nearby. Any such proposal would be subject to replacement provision of the</td>
<td></td>
</tr>
<tr>
<td></td>
<td>To confirm the proposed allocation of land at Monahan Way for business use (subject to relocation of existing open space).</td>
<td></td>
</tr>
</tbody>
</table>

---

26 Sustainability Appraisal (SA) and Site Assessment Matrix
To help achieve this, land on the corner of Monahan Way and Carterton Road is allocated for employment use subject to the replacement of the existing leisure facilities currently on the site. This would deliver around 4 ha of business land and would create an effective business ‘cluster’ with the existing Ventura and West Oxfordshire business parks nearby. The allocation is however subject to replacement provision of the existing leisure facilities in a suitable, accessible location.

9.3.62 The Council will work with relevant partners including Carterton Town Council to consider the implementation of this allocation this option further and to also investigate the possibility of other sites that could be brought forward for business use.

Amend and insert additional text as follows:

**Policy CA3 – Carterton Sub-Area Strategy**

The focus of new housing, supporting facilities and additional employment opportunities will be Carterton. New development in the rest of the sub-area will be limited to meeting local community and business needs and will be steered towards the rural service centre and larger villages.

Proposals for development in the sub-area should be consistent with the strategy which includes:

- **delivery of around 2,600 new homes to be focused on Carterton and to include affordable housing and homes designed to meet a range of different needs including older people.**

- **redevelopment of existing sub-standard MOD housing including a Strategic Development Area of about 200 dwellings (net) at REEMA Central (see Policy CA1)**

- **redevelopment of existing sub-standard MOD housing including a non-strategic housing allocation of around 300 dwellings (net) at**

To reflect the proposed housing allocations at REEMA North and Central, Milestone Road and Swinbrook Road.

To also reflect the proposed allocation of land at Monahan Way for business use.

Other minor changes to emphasise the importance of the historic environment and to reflect the content of LTP4 in relation to the west facing slip roads at the Minster Lovell junction on the A40.
- a non-strategic housing allocation of around 200 dwellings at Milestone Road, Carterton (see Policy CA1a)

- a non-strategic housing allocation of around 70 dwellings at Swinbrook Road, Carterton (see Policy CA1b)

- satisfactorily accommodating the needs of RAF Brize Norton and of local communities and visitors and working with RAF Brize Norton to meet their needs and ensure their impacts are mitigated wherever possible

- retention of remaining land for businesses (5ha) at West Oxfordshire Business Park and Ventura Park. Working in partnership with the Town Council and landowners to identify further opportunities for business land provision within and adjoining Carterton with the aim of delivering at least 10 hectares of high quality business land over the period of the Local Plan. This will include the provision of around 4ha on land on the corner of Monahan Way and Carterton Road which is allocated for employment use subject to the relocation of the existing sports pitches (see Policy E1).

- a stronger and more attractive and well-connected town centre in accordance with the Carterton Town Centre development strategy (Policy CA2)

- working with the highway authority, the Town Council and other partners to improve connections between Carterton and the primary road network and deliver necessary strategic transport improvements including the upgrading of the B4477 Minster Lovell Road to A-road standard and supporting complementary measures plus the promotion of west facing slip roads at the junction of the B4477 and A40. Developer contributions and other potential sources of funding will be sought as appropriate.
- Enhancing the frequency and coverage of bus services to key destinations as well as the quality of waiting facilities and improving conditions throughout the town for pedestrians and cyclists.
- maintaining, enhancing and extending the green buffer on the northern edge of Carterton including between Carterton and Brize Norton village
- protection and enhancement of the biodiversity and leisure value of the Shill Brook Valley
- protection and enhancement of the character and setting of Carterton and the identity of neighbouring villages
- Conservation and enhancement of the historic environment
- avoiding development which will be at risk of or increase the risk of flooding and working with landowners/developers and partners such as the Environment Agency to deliver flood mitigation measures
- ensuring that new development makes appropriate and timely provision for necessary supporting infrastructure, including provision of new green infrastructure, community and leisure facilities
- working with the River Thames Alliance, support tourism and leisure proposals which are sensitive to and where appropriate enhance the ecological, landscape and heritage value of the River Thames.

| MAIN135 | Figure 9.10 Carterton Sub-Area Strategy | Plan amended to show correct alignment of new link road from Shilton Road to Elmhurst Way, revised boundary of REEMA North and Central housing allocation, new site allocations at Milestone Road and Swinbrook Road and areas of existing low-density MOD housing. | To illustrate the proposed housing allocations, areas of potential MOD housing development and to provide a factual update on the new link road from Shilton Road to Elmhurst Way. |
| MAIN136 | Paragraphs 9.4.32 – | Amend text as follows: | To provide an update on |
9.4.32 In accordance with the overall strategy, the majority of future housing development within this sub-area will be located at Chipping Norton which is the District’s third largest town and offers a good range of services and facilities. New housing in the rest of the sub-area will be limited to meeting local community and business needs and will be steered towards the larger villages.

9.4.33 It is anticipated that the overall housing requirement (1,800 homes) will be met through a combination of homes already completed, existing commitments, sites identified in the Council’s SHLAA, windfall development and an allocated Strategic Development Area (SDA). This is summarised in the table below. It is anticipated that the overall housing requirement (2,400 homes) will be met through a combination of homes already completed, existing commitments, windfall development and an allocated Strategic Development Area (SDA). This is summarised in the table below. Further sites will also be identified through any subsequent review of this Local Plan.

**Table 9.3—Anticipated Housing Delivery in the Chipping Norton Sub-Area**

<table>
<thead>
<tr>
<th>Chipping Norton sub-area indicative housing requirement</th>
<th>1,800</th>
</tr>
</thead>
<tbody>
<tr>
<td>Homes already completed (2011–2014)</td>
<td>87</td>
</tr>
<tr>
<td>Existing planning commitments as of 1st February 2015 including:</td>
<td>369</td>
</tr>
<tr>
<td>Cromwell Park (96)</td>
<td></td>
</tr>
<tr>
<td>Penhurst School (101)</td>
<td></td>
</tr>
<tr>
<td>Rural exception sites (8)</td>
<td></td>
</tr>
</tbody>
</table>

Anticipated housing delivery within the Chipping Norton sub-area to 2031.
### Other permissions (164)

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Chipping Norton Strategic Development Area (SDA)</td>
<td>600</td>
</tr>
<tr>
<td>Identified SHLAA capacity</td>
<td>350</td>
</tr>
<tr>
<td>Windfall allowance (25 per year 2015 – 2031)</td>
<td>400</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1,806</td>
</tr>
</tbody>
</table>

**Table 9.3 – Anticipated Housing Delivery in the Chipping Norton Sub-Area**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chipping Norton sub-area indicative housing requirement</td>
<td>2,400</td>
</tr>
<tr>
<td>Homes already completed (2011 – 2016)</td>
<td>165</td>
</tr>
<tr>
<td><strong>Existing large planning commitments as of 1st September 2016 (10 or more units) including:</strong></td>
<td>431</td>
</tr>
<tr>
<td>- Cromwell Park, Chipping Norton (96)</td>
<td></td>
</tr>
<tr>
<td>- Walterbush Road, Chipping Norton (228)</td>
<td></td>
</tr>
<tr>
<td>- Chipping Norton War Memorial Hospital (14)</td>
<td></td>
</tr>
<tr>
<td>- Penhurst School, Chipping Norton (93)*</td>
<td></td>
</tr>
</tbody>
</table>
Factual update on past completions and existing commitments. Anticipated windfall is based on past trends by sub-area.

Reference to SHLAA sites has been deleted as these have no statutory status in planning terms.
9.4.36 The possible provision of housing on the former Parker Knoll site (which has been previously reserved for business use) would be dependent on an alternative replacement site being identified for business use elsewhere. A potential site for employment use exists to the north-east at Rockhill Farm on London Road (see Figure 9.11). Alternatively the Rockhill Farm site itself could itself be used for housing with the former Parker Knoll site brought forward for business use. Bringing them both forward for housing would not be appropriate given the identified need for additional business space.

9.4.37 It is also considered appropriate to include a ‘windfall’ allowance to cater for unidentified sites that are likely to come forward for housing over the period of the Local Plan. Based on past evidence, a reasonable estimate is that such schemes would provide 25 homes per year within the Chipping Norton sub-area over the remaining period of the Local Plan (2015 – 2031) thereby providing an additional 400 new homes. It is also considered appropriate to include a ‘windfall’ allowance to cater for unidentified sites that are likely to come forward for housing over the period of the Local Plan. Based on past evidence of historic rates of windfall delivery by sub-area, it is reasonable to expect delivery of at least 207 units from unidentified windfall sites in the period 2016 – 2031.

AMEND TEXT:

Land East of Chipping Norton Strategic Development Area (SDA) - 600 [1,400] homes (Chipping Norton Parish)

9.4.40 Land to the east of Chipping Norton which falls within Chipping Norton Parish has been identified as a potential option for growth throughout the preparation of this Local Plan. In response to the
increased housing requirement suggested by the Oxfordshire SHMA (2014) the Council consulted on the inclusion of the site in a local plan consultation paper published in August 2014.

9.4.41 The draft allocation (500 homes) attracted a number of comments which have since been carefully considered. The Council's assessment of the site has been updated and the Council is satisfied that there are no reasons to preclude the site from the local plan. The original draft allocation (500 homes) attracted a number of comments which were carefully considered. The Council's assessment of the site was updated and the site was subsequently allocated in the pre-submission draft Local Plan for 600 homes.

9.4.42 The site represents a sustainable development opportunity to help meet the future housing needs of West Oxfordshire. It is located within comfortable walking and cycling distance of Chipping Norton Town Centre, it lies outside the AONB, is not affected by flooding or heritage assets and there are no significant constraints to the site coming forward. It is also owned primarily by Oxfordshire County Council who are actively promoting the site.

9.4.43 As such, this Local Plan allocates the land to the east of Chipping Norton for the provision of a sustainable urban extension. The indicative capacity of the site has been increased to 600 new homes in order to meet the overall housing target. It is considered that this quantum of development can be accommodated on the site without undue harm in terms of landscape impact subject to appropriate mitigation. It will also help to ensure the viability of a new primary school to be delivered as part of the allocation. Given the locational advantages of the site and relative lack of policy and physical constraints, thorough consideration has been given to the advantages of significantly increasing the size of the allocation. Transport evidence commissioned on behalf of the District Council by Oxfordshire County Council has tested the implications of a much larger scheme of up to 1,500 dwellings and concludes that if supported by an eastern link road not only would the traffic impact of the additional growth be able to be...
mitigated but there could also be a diversion of a large proportion of HGV movements from Chipping Norton Town Centre, thereby possibly having a beneficial effect in terms of improving air quality - a key issue for the town.

9.4.43a Increasing the size of the allocation also provides the opportunity to bring in and incorporate the land to the north of the London Road much of which is already being actively promoted for development by various parties, thereby ensuring a comprehensive approach to development is achieved and providing the opportunity to deliver a significant quantum of new business floorspace (approximately 9 hectares) in a single, highly sustainable location with potential for further expansion in the longer term.

9.4.43b The physical extent and indicative capacity of the East Chipping Norton SDA has therefore been increased to 1,400 new homes in order to realise these advantages and to help meet the overall housing target which has increased significantly since the original draft Local Plan was submitted. Whilst it is a significant increase in housing numbers and employment land provision for this site it is considered that this can be successfully accommodated on the site without undue harm in terms of landscape impact subject to appropriate mitigation, albeit with an extension of the site boundary. It will also help to deliver an alternative strategic transport link for the town and help ensure the viability of a new primary school both of which will be delivered as integral parts of the allocation.

9.4.44 The proposed allocation is shown below (note: the extent of the developable area shown is indicative only). The proposed SDA allocation is shown below (note: the extent of the developable area and the route of the eastern distributor road shown is indicative only). The allocation envisages 200 new homes and 9 ha of business land on the land to the north of the London Road with the remaining 1,200 homes to be provided on the largest part of the site to the south of the London Road.
In connecting the London Road to the B4028/A361 the proposed eastern link road is likely to need to be routed across land in the ownership of the Town Council much of which is in use as allotments as well as an area of community woodland. The proposed SDA itself would provide an opportunity for any necessary relocation of the allotments. Comprehensive development of this area also provides the opportunity to link the London Road with the Banbury Road, thereby further increasing journey choice for vehicles and also ensuring good connections for the proposed business land (9 ha) north of the London Road.

Key considerations for this site include landscape impact, access arrangements (including the potential need to relocate the existing allotments if displaced), school capacity and the need to create a sustainable, mixed community that integrates effectively with the existing town. Given the extent of the proposed SDA, the Council wishes to achieve a comprehensive development and would support in principle the preparation of an overall masterplan for the area incorporating both land to the south and north of the London Road. This would allow for individual applications to potentially come forward for parts of the site in the shorter-term without prejudicing delivery of a more advantageous, comprehensive scheme.

In terms of landscape impact, it will be necessary to demonstrate though a landscape led approach to the siting, layout and mass and scale of the development that the proposed quantum of development can be accommodated without undue landscape and visual impact.

With regard to access, it is unlikely that a vehicular access can be achieved through the existing residential area to the west or via the track to the south running adjacent to the secondary school. Vehicular access is therefore likely to be achieved from two points, via Trinity Road onto London Road and via Fowlers Barn onto London Road. The onus will be on the developer to demonstrate to the satisfaction of the County Council as highway authority that satisfactory vehicular access can be achieved. With regard to access, it is unlikely that a vehicular
access can be achieved through the existing residential area to the west or via the track to the south running adjacent to the secondary school. In light of the increased size of the allocation, the initial proposal which was to provide vehicular access effectively through a cul de sac arrangement from two points, via Trinity Road onto London Road and via Fowlers Barn onto London Road will no longer be appropriate. Whilst these two points of access will still be needed, the size of the development is such that a ‘through route’ from north to south will be needed. The onus will be on the developer to demonstrate to the satisfaction of the County Council as highway authority that satisfactory vehicular access can be achieved.

9.4.48 In terms of school capacity, because primary school capacity in Chipping Norton and the surrounding areas is relatively limited, it is a requirement of any proposed development on this site that a new primary school will be provided. The site is close to the existing secondary school where there is adequate capacity to absorb additional pupil numbers despite the increased size of the allocation.

9.4.49 With regard to the mix of uses on the site, given the scale of development proposed it is anticipated that this development will provide a balanced, mixed community with a new school, local centre and other supporting facilities. The scale and mix of uses in the local centre would be intended to meet the needs of the development and not compete with the Town Centre. There is also good potential for the development to include an element of additional business space and it is envisaged that this will be provided in a single 9ha location to the north of London Road in order to provide a good level of ‘critical mass’ and to allow for potential occupation by large format employers.

9.4.50 Other facilities will be sought as part of the overall mix of development including open space, play facilities and any other requirements identified as being necessary to make the development acceptable in planning terms.
<table>
<thead>
<tr>
<th>MAIN139</th>
<th>Figure 9.12 – Land East of Chipping Norton Strategic Development Area (SDA)</th>
<th>Plan amended to show expanded SDA boundary, indicative eastern link road alignment and proposed employment area north of London Road.</th>
<th>To illustrate the proposed increased site allocation.</th>
</tr>
</thead>
</table>
| MAIN140 | **Policy CN1 – East Chipping Norton Strategic Development Area**

| 600–1,400 homes |

Land to the east of Chipping Norton to accommodate a sustainable, integrated community that forms a positive addition to the town, including:

a) about **600–1,400 homes** with a balanced and appropriate mix of residential accommodation to meet identified needs, including affordable housing;

ai) comprehensive development for the whole site including land north and south of London Road to be led by an agreed masterplan;

b) provision for additional business floorspace of around 1.5 ha as part of the overall quantum and mix of development;

b) provision for additional business floorspace of around 9 ha on land to the north of London Road;

c) the provision of appropriate landscaping measures to mitigate the potential impact of development;

d) satisfactory vehicular access arrangements to be agreed in principle with the highway authority and demonstrated through a robust Transport Assessment (TA) to include the provision of an eastern link road connecting the Banbury Road to the B4026/A361 via London Road;

e) the provision of a new primary school on-site (1.5FE (including... | The changes made reflect the proposed increase in the extent of the SDA including the provision of an eastern link road, a larger on-site primary school and 9 ha of business land north of London Road. |
| | Emphasis has also been added in relation to the Conservation Target Area, historic environment, air quality and lighting proposals. |
foundation stage) with 2FE core facilities to enable future expansion of the school);

e) the provision of a new primary school on-site (2FE (including nursery) on a 2.22ha site);

f) provision of local convenience shopping, community and leisure facilities through the creation of a local centre, with due consideration given to any potential impact on the vitality and viability of the town centre;

h) green space and biodiversity enhancements including arrangements for future maintenance recognising that part of the sites falls within the Glyme and Dorn Conservation Target Area (CTA);

h) the investigation, recording and safeguarding of the known and potential archaeological significance of the Area prior to the commencement of development. The results of the investigation and recording should inform the development and be deposited in a public archive;

i) appropriate measures to mitigate flood risk including the use of sustainable drainage methods to ensure that post-development surface water run-off rates are attenuated to achieve a reduction in greenfield run-off rates. The sustainable drainage systems should be designed to provide a biodiversity enhancement.

j) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements.

k) mitigation measures to ensure there is no detrimental impact on groundwater quality

l) supporting transport infrastructure, including proposals to mitigate the impact of traffic associated with the development including on the air quality management area (AQMA) and incorporating a
A comprehensive network for pedestrians, cyclists and public transport with links to adjoining areas;

m) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings; and

n) the developer will be required to set aside 5% of the developable plots for those wishing to undertake custom/self-build.

o) Lighting proposals relating to the site will need to have due regard to the potential impact on the AONB, in particular the Rollright Stones Dark Skies Discovery Site.

### Amend text as follows:

**9.4.52** A number of opportunities have been identified including the proposed SDA to the east of the town which it is anticipated could provide around 1.5ha. In addition, there is the scope to utilise the former Parker Knoll site (1.95ha) and land at Rockhill Farm (2.75ha) for business use as well as the highway depot (0.4ha) and the remainder of the previous Local Plan allocation north of London Road (0.7ha). Total additional provision if all of these sites were to be used for business use would be around 7.3ha. As part of the East Chipping Norton SDA provision will be made for around 9 hectares of business land (B-class uses) on land to the north of London Road. The provision of a small business park in this location would be attractive to potential developers and occupants and would be adequate in size to meet currently identified needs. Further land exists to the east of the SDA boundary which could provide potential for further expansion for business use in the longer-term.

To reflect the proposed increase in the extent of the East Chipping Norton SDA to include the provision of 9 ha of business land north of London Road and the potential for long-term expansion to the east.

### Amend and insert additional text as follows:

**9.4.56** In terms of HGV movements, Oxfordshire County Council have commissioned a feasibility study for the implementation of the lorry management measures identified in the Chipping Norton Air Quality To highlight additional transport evidence which has been prepared in order to consider the traffic impacts and potential benefits of a larger strategic
Action Plan. They also propose to conduct a review of the environmental weight restrictions across the County paying particular attention to those areas which are subject to high and significant levels of HGV traffic. This will focus on places which currently do not have any restrictions in force including Chipping Norton. More recently on behalf of the District Council, Oxfordshire County Council have commissioned additional transport evidence for Chipping Norton to help inform the Local Plan. The report concludes that the provision of an eastern link road for Chipping Norton could have a beneficial impact on HGV movements through the town centre, potentially diverting a large percentage of HGV movements and thereby having a beneficial impact on air quality. The provision of this link road is therefore an integral element of the proposed East Chipping Norton Strategic Development Area (SDA).

9.4.57 We will therefore work in partnership with the County Council, Chipping Norton Town Council and other relevant parties to bring forward the East Chipping Norton SDA including the provision of the eastern link road and also to implement the other necessary improvements to alleviate the impact of HGVs on the Town Centre.

| MAIN143 | Policy CN2 – Chipping Norton Sub-Area Strategy | Amend text as follows:

**Policy CN2 – Chipping Norton Sub-Area Strategy**

The focus of new housing, supporting facilities and additional employment opportunities will be Chipping Norton. New development in the rest of the sub-area will be limited to meeting local community and business needs and will be steered towards the larger villages.

Proposals for development in the sub-area should be consistent with the strategy which includes:

- Delivery of around 1,800 2,400 new homes to be focused on Chipping Norton to include affordable housing and homes designed allocation to the east of Chipping Norton.
to meet a range of different needs including older people.

- A strategic mixed-use development area of around 600-1,400 dwellings on the eastern side of Chipping Norton (see Policy CN1)

  - Retention and where appropriate modernisation of existing business premises together with the provision of additional business land of at least 4.5 hectares and up to 7.3 hectares located on the eastern side of the town.

  - Retention and where appropriate modernisation of existing business premises together with the provision of additional business land of 9 hectares to be provided as part of the East Chipping Norton SDA on land to the north of London Road.

- conservation and enhancement of the town’s landscape setting and heritage assets.

- protection of the Cotswolds Area of Outstanding Natural Beauty (AONB).

- working with the highway authority, the town council and other partners to reduce the impact of through traffic, especially lorries, upon the town centre and its air quality. This will include the provision of a new eastern link road to be delivered as an integral part of the East Chipping Norton Strategic Development Area (SDA).

- improving the range, frequency and speed of bus services to key destinations.

- improving conditions throughout the town and surrounding areas for pedestrians and cyclists, including accessibility to bus and rail services.

- a stronger town centre with new opportunities for retail and community facilities on land between High Street and Albion Street

A primary shopping frontage is defined at the High Street and
<table>
<thead>
<tr>
<th>MAIN144</th>
<th>Figure 9.14 – Chipping Norton Sub-Area Strategy</th>
<th>Plan amended to show committed housing development south of Walterbush Road/Cotswold Crescent, increased extent of East Chipping Norton SDA boundary including area proposed for employment development and indicative alignment of link road.</th>
<th>To reflect the proposed increase in the extent of the East Chipping Norton SDA to include the provision of 9 ha of business land north of London Road and the potential provision of an eastern link road.</th>
</tr>
</thead>
</table>
| MAIN145 | Paragraphs 9.5.1 – 9.5.3a | Amend and insert additional text as follows:  
**Eynsham – Woodstock Sub-Area**  
9.5.1 This is the third largest sub-area covering around 14,000 hectares and accommodating a population of around 21,000 people. The three main settlements are Eynsham, Long Hanborough and Woodstock. With a population of around 5,000, Eynsham is the fourth largest settlement in West Oxfordshire, located just south of the A40, half-way between Oxford and Witney and just beyond the western edge of the Oxford Green Belt. Eynsham is an important local service centre offering a wide range of facilities and employment. **It has a particularly important role to play in meeting identified development needs due to the size of the settlement and its proximity and connections to Oxford City.**  
9.5.2 Long Hanborough developed as a linear village along the now A4095 | To highlight the anticipated role of Eynsham in relation to the provision of additional housing to meet Oxford City’s identified housing need.  
To also reflect the development opportunities that exist at Woodstock another rural service centre.  
The text relating to Long |
and is one of the smaller designated service centres with a population of approximately 2,400. The village has a small number of shops and a reasonable range of other services and facilities. Primary school capacity is however an issue.

9.5.3 Woodstock is a historic town of national, if not international, renown. The old part of Woodstock is a well preserved example of a medieval town; a Conservation Area covers much of the central area and there are almost 200 listed buildings. The Blenheim World Heritage Site (WHS) abuts the western boundary of the conservation area and extends to the north and south of the town along the A44. The town has a very good range of services and facilities given its size (approximately 3,000 population), and good accessibility to Oxford. It can accommodate a reasonable scale of development, whilst protecting its important historic character and the setting of Blenheim Palace, in order to deliver affordable housing, enhance local services and reinforce its role as a service centre.

9.5.3a Long Hanborough developed as a linear village along the now A4095 and has a population of approximately 2,400. The village has a small number of shops and a reasonable range of other services and facilities. Given the residential schemes of 169 homes and 50 homes recently approved, the limited role of the settlement and its landscape setting, it is only suitable for very modest levels of further development.

Hanborough reflects the more modest opportunities for development that exist there.

MAIN146 Paragraphs 9.5.5 – 9.5.7a

Amend text as follows:

**Housing**

9.5.5 Eynsham experienced rapid expansion to the north after the A40 was constructed in the 1930s. Sub-division of the original burgage plots and intensification of development has also taken place within the medieval core, creating a compact and dense settlement. A development of 100 dwellings to the east and an affordable housing development completed to the west are the most significant residential developments to have taken place in recent years.

To reflect the development opportunities that exist at Woodstock another rural service centre.

To also reflect the more modest opportunities for development that exist at Long Hanborough.
9.5.6 In Long Hanborough, areas of Council housing were built during the 1920s and 1930s lessening the linear form. Further estate style housing was built in the 1940s, 50s and 60s. More recently, limited new housing has been added to the village. House prices here are amongst the highest in the District reflecting the good level of accessibility with a Cotswold line railway station just to the east of the village.

9.5.7 At Woodstock, residential estates have been added to the historic core of the town since the 1930s, and particularly in the 50s and 60s. More recently the number of new houses built within the town has been relatively low although permission has been granted for new residential development to the east of the town adjacent to Marlborough school and significant developer interest remains on land to the south east of the town on land abutting the District boundary. At Woodstock, residential estates have been added to the historic core of the town since the 1930s, and particularly in the 50s and 60s. More recently the number of new houses built within the town has been relatively low although permission has been granted for new residential development to the east of the town adjacent to Marlborough school which is now under construction. There is also significant developer interest on other sites including land to the south east of the town which is the subject of a current application for 300 homes and is allocated for housing in this Local Plan (see Policy EW1a).

9.5.7a In Long Hanborough, areas of Council housing were built during the 1920s and 1930s lessening the linear form. Further estate style housing was built in the 1940s, 50s and 60s. More recently, limited new housing has been added to the village although there are now committed residential schemes of 169 homes and 50 homes respectively. There is a good level of public transport accessibility with a Cotswold line railway station just to the east of the village.

MAIN147 Paragraph 9.5.11 Amend and insert additional text as follows:

9.5.11 The proximity of this sub-area to Oxford Airport, Kidlington and Oxford with the major employment growth areas also to the south of...
Oxford, present a diverse range of opportunities within close distance including within the Oxfordshire knowledge spine suggesting the Eynsham – Woodstock area has a positive role to play in terms of economic development. However, as a result, around 30% of workers in this sub-area travel to work in Oxford. This contributes towards traffic congestion along key routes including the A40 and A44.

### Scope for Further Expansion

#### 9.5.30

Although most future growth in the District will be focused in the Witney, Carterton and Chipping Norton sub-areas, the two, more rural sub-areas have a key role to play and it is essential that they accommodate an appropriate amount and type of development so as to not stagnate or decline and provide for local housing and economic needs. The greatest potential for further development in this sub-area is considered to be at the three rural service centres, Eynsham, Woodstock and Long Hanborough. Although a significant proportion of future growth in the District will be focused in the Witney, Carterton and Chipping Norton sub-areas, the two, more rural sub-areas have a key role to play and it is essential that they accommodate an appropriate amount and type of development so as to not stagnate or decline and provide for identified housing and economic needs.

#### 9.5.31

At Eynsham there is some scope for further development within the existing built-up area and on the fringe of the village including land to the west. The Council's evidence suggests that there is scope for additional business land provision to support the current economic role of Eynsham. This is particularly the case for the Eynsham – Woodstock sub-area given its proximity to Oxford and the Oxfordshire knowledge spine as well as the relatively good level of public transport available. This includes the proposed provision of a new garden village to the north of Eynsham as well as an urban extension to the west.

#### 9.5.32

There is also some scope for further development at Long Hanborough although the capacity of the local primary school is a key consideration. At Woodstock whilst there is some scope for limited development the proposed changes also recognise the development potential of Woodstock and the more modest opportunities presented by Long Hanborough.
within and on the fringe of the town, the potential impact on the historic fabric of the town in particular the Blenheim World Heritage Site is a key consideration. The greatest potential for further development in this sub-area is considered to be at Eynsham. Here, there is scope for a new strategic urban extension to the west of the village of around 1,000 homes. To the north of the A40 near Eynsham, land has also been identified as having the potential to create a new Garden Village of around 2,200 homes (with further scope for expansion in the longer term). The new village is to be designated as a rural service centre alongside Eynsham and Woodstock. The Council’s evidence suggests that there is scope for additional business land provision to support the current economic role of Eynsham and the Garden Village provides an excellent opportunity to deliver this alongside the provision of a large number of new homes.

9.5.32a At Woodstock, despite the sensitivities presented by the Blenheim Palace World Heritage Site (WHS) there are a number of sustainable development opportunities on the edge of the town including land to the south east and north of Woodstock. The potential impact on the historic fabric of the town in particular the Blenheim World Heritage Site is however a key consideration.

9.5.33 Opportunities for development elsewhere in the sub-area are relatively limited and in accordance with the overall strategy, will be focused on the larger villages. There is some scope for very modest levels of further development at Long Hanborough in addition to existing commitments. Long Hanborough offers fewer local services and facilities than Eynsham and Woodstock other than the railway station.

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27 Economic snapshot and outlook report (CAG)
 Amend and insert additional text as follows:

**Key Issues – Summary**

9.5.34 Drawing on the brief profile outlined above we can identify a number of key issues and challenges to be addressed in relation to the Eynsham - Woodstock sub-area. These include:

- This is the third largest sub-area and is well populated with most people living at the three main settlements of Eynsham, Woodstock and Long Hanborough.
- House prices in this sub-area are amongst the highest in the District.
- This area is an important source of employment providing around 25% of the District’s total number of job opportunities. Eynsham in particular is an important location for business.
- There are very strong linkages with Oxford, with a high proportion of residents working in the city and much of the economic activity forming part of the wider Oxford city region economy.
- The area can play an important role in helping meet Oxford City’s unmet housing needs alongside major infrastructure enhancements.
- Tourism plays an important role in terms of the economy in particular at Woodstock.
- Parking capacity is an important consideration in some locations including Woodstock.
- Extensive sand and gravel resources in the lower Windrush Valley southern part of the sub-area mean this is a major area of mineral working much of which is designated as a mineral consultation area. Appropriate after-use of mineral sites is an important issue and opportunity.
- There is severe traffic congestion on the A40 between Eynsham and Oxford at peak times and on other key routes including the A4095 and A44.
- The area has good rail service availability with railway stations at Tackley, Combe and Long Hanborough.

The key issues have been amended to take account of the potential role of the sub-area in meeting Oxford’s housing needs and providing significant infrastructure improvements including development and enhancement of Hanborough Station.

The anticipated role of Eynsham, Woodstock and the West Oxfordshire Garden Village has been highlighted together with further emphasis on the historic environment and clarification on mineral working.
- There is potential to develop Hanborough Station as a stronger transport interchange, with additional parking, and improved access from the south.
- There are also some good bus services available although less so in the southern part of the sub-area where access to key bus routes is less proximate and convenient.
- This is an environmentally sensitive area including AONB, Green Belt, mineral consultation area and part of a special area of conservation (SAC).
- The area is also important in terms of heritage with Conservation Areas and a number of listed buildings in Long Hanborough, Eynsham and Woodstock and the Blenheim World Heritage Site (WHS) at Woodstock. The historic environment needs to be conserved and enhanced.
- There is an identified requirement for additional leisure provision in this area.
- Availability of adequate school capacity to accommodate future development is an issue in some locations.
- There is potential for further development primarily at the rural service centres of Long Hanborough, Eynsham and Woodstock.
- There is potential for further development primarily at the rural service centres of Eynsham, Woodstock and the West Oxfordshire Garden Village.

<table>
<thead>
<tr>
<th>MAIN150</th>
<th>9.5.36 - 9.5.37 and Table 9.4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amend and insert additional text as follows:</td>
<td></td>
</tr>
<tr>
<td><strong>Housing</strong></td>
<td></td>
</tr>
<tr>
<td>In accordance with the overall strategy, additional housing development in this sub-area will be focused primarily at Eynsham, Long Hanborough and Woodstock as designated rural service centres, with any additional development steered mainly towards the larger villages. In accordance with the overall strategy, additional housing development in this sub-area will be focused primarily at Eynsham, Woodstock, and the West Oxfordshire Garden Village as designated rural service centres.</td>
<td></td>
</tr>
<tr>
<td>To provide an update on anticipated housing delivery within the Eynsham - Woodstock sub-area to 2031. This includes the provision of 2,750 homes to assist Oxford’s unmet housing need. The intention to deliver this in the</td>
<td></td>
</tr>
</tbody>
</table>
any additional development steered mainly towards the larger villages. The indicative housing requirement for this sub-area is 1,600 homes in the period 2011 – 2031. It is anticipated that this will be met through a combination of homes already completed, existing commitments, sites identified in the Council’s SHLAA and windfall development. No sites are proposed to be allocated through the Local Plan at this stage. This is summarised in the table below. The total indicative housing requirement for this sub-area is 5,550 homes. This comprises 2,800 homes to meet West Oxfordshire's identified housing needs and a further 2,750 homes to assist neighbouring Oxford City in meeting their needs. The additional requirement for Oxford City will apply in the period 2021 – 2031 (and will be treated separately for the purposes of 5-year housing land supply). It is anticipated that this overall sub-area requirement will be met through a combination of homes already completed, existing commitments, Strategic Development Areas (SDA), non-strategic housing allocations and windfall development. This is summarised in the table below. Further sites will also be identified through any subsequent review of this Local Plan.

**Table 9.4—Anticipated Housing Delivery in the Eynsham-Woodstock Sub-Area**

<table>
<thead>
<tr>
<th>Eynsham-Woodstock sub-area indicative housing requirement</th>
<th>1,600</th>
</tr>
</thead>
<tbody>
<tr>
<td>Homes already completed (2011–2014)</td>
<td>315</td>
</tr>
<tr>
<td>Existing planning commitments as of 1st February 2015 including:</td>
<td></td>
</tr>
<tr>
<td>- Land north of Marlborough School (58)</td>
<td></td>
</tr>
<tr>
<td>- Rural exception sites (35)</td>
<td></td>
</tr>
<tr>
<td>- Other permissions (297)</td>
<td>387</td>
</tr>
</tbody>
</table>

period 2021 – 2031 is consistent with the approach agreed by the Oxfordshire Growth Board.
<table>
<thead>
<tr>
<th></th>
<th>Identified SHLAA capacity</th>
<th>Windfall allowance (25 per year 2015–2031)</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>529</td>
<td>400</td>
<td>1,631</td>
</tr>
</tbody>
</table>

**Table 9.4 – Anticipated Housing Delivery in the Eynsham - Woodstock Sub-Area**

<table>
<thead>
<tr>
<th>Eynsham - Woodstock sub-area indicative housing requirement</th>
<th>5,550 (including 2,750 for Oxford City’s unmet housing needs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Homes already completed (2011 – 2016)</td>
<td>439</td>
</tr>
<tr>
<td>Existing large planning commitments as of 1st September 2016 (10 or more units) including:</td>
<td>525</td>
</tr>
<tr>
<td>• Land south of the A4095 west of Long Hanborough (169)</td>
<td></td>
</tr>
<tr>
<td>• Land north of Marlborough School (51)*</td>
<td></td>
</tr>
<tr>
<td>• Street Farm, Tackley (26)</td>
<td></td>
</tr>
<tr>
<td>• Park Farm, Standlake Road, Northmoor (15)</td>
<td></td>
</tr>
<tr>
<td>• Pink Hill House, Southfield Road, Eynsham (16)</td>
<td></td>
</tr>
</tbody>
</table>
- Land adjacent to Newland Street, Eynsham (13)
- Church Road, Long Hanborough (50)
- Land Between Wychwood House and Malvern Villas Witney Road, Freeland (41)
- Freeland House, Freeland (40)
- Eynsham Nursery and Garden Centre (77)
- Home Farm, Grove Road, Bladon (27)

<table>
<thead>
<tr>
<th>Description</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing small planning commitments as of 1st September 2016 (less than 10 units)</td>
<td>191</td>
</tr>
<tr>
<td>West Oxfordshire Garden Village Strategic Development Area (SDA)</td>
<td>2,200</td>
</tr>
<tr>
<td>West Eynsham Strategic Development Area (SDA)</td>
<td>1,000</td>
</tr>
<tr>
<td>Land north of Hill Rise, Woodstock</td>
<td>120</td>
</tr>
<tr>
<td>Land east of Woodstock</td>
<td>300</td>
</tr>
<tr>
<td>Land north of Banbury Road, Woodstock</td>
<td>250</td>
</tr>
<tr>
<td>Oliver’s Garage, Long Hanborough</td>
<td>25</td>
</tr>
<tr>
<td>Myrtle Farm, Long Hanborough</td>
<td>50</td>
</tr>
</tbody>
</table>
### Factual update on past completions and existing commitments. Anticipated windfall is based on past trends by sub-area.

### Reference to SHLAA sites has been deleted as these have no statutory status in planning terms.
the Eynsham – Woodstock sub-area over the remaining period of the Local Plan (2015 – 2031) thereby providing an additional 400 new homes. It is also considered appropriate to include a ‘windfall’ allowance to cater for unidentified sites that are likely to come forward for housing over the period of the Local Plan. Based on past evidence of historic rates of windfall delivery by sub-area, it is reasonable to expect delivery of at least 324 units from unidentified windfall sites in the period 2016 – 2031.

<table>
<thead>
<tr>
<th>MAIN152</th>
<th>Insert new text as follows:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Strategic Development Areas (SDAs)</strong></td>
<td><strong>9.5.40a</strong> Two Strategic Development Areas (SDAs) are proposed in the Eynsham – Woodstock sub-area together with a number of smaller ‘non-strategic’ housing allocations. The two SDAs are the West Oxfordshire Garden Village, a new rural service centre to be created to the north of the A40 near Eynsham and West Eynsham a sustainable urban extension of Eynsham itself.</td>
</tr>
<tr>
<td><strong>9.5.40b</strong> It is anticipated that the West Oxfordshire Garden Village will deliver around 2,200 new homes by 2031 which will contribute entirely towards meeting the housing needs of nearby Oxford City. As these new homes are solely intended to meet the housing needs of Oxford City and are envisaged as coming forward between 2021 – 2031 (unless delivery can be accelerated) they will be treated separately for the purposes of 5-year housing land supply.</td>
<td><strong>To reflect the proposed allocation of two new strategic development areas including land west of Eynsham and land north of the A40 near Eynsham.</strong></td>
</tr>
<tr>
<td><strong>9.5.40c</strong> The West Eynsham SDA will deliver around 1,000 new homes by 2031, a proportion of which (550 homes) will contribute towards meeting the housing needs of Oxford City with the remainder (450 homes) contributing towards West Oxfordshire’s own identified housing needs. For the purposes of 5-year housing land supply it will be assumed that all of the 550 homes for Oxford’s unmet need will come forward in the period 2021 – 2031 and will therefore be treated separately.</td>
<td><strong>In total these sites will deliver around 3,200 homes of which 2,750 will be to assist unmet housing need from Oxford City in accordance with the apportioned quota for West Oxfordshire agreed through the Oxfordshire Growth Board (OGB).</strong></td>
</tr>
</tbody>
</table>
MAIN153

Paragraphs 9.5.40d – 9.5.40r

Insert new text as follows:

West Oxfordshire Garden Village Strategic Development Area (SDA) – 2,200 homes (Eynsham Parish)

9.5.40d Land to the north of the A40, near Eynsham is allocated for the delivery of around 2,200 homes by 2031. This will be taken forward in the form of a new ‘Garden Village’ based on broad principles established through the Garden City movement of the late 1800s. This will include a strong emphasis on the following:

- Strong vision, leadership and community engagement;
- Community ownership of land and long term stewardship of assets;
- Provision of local employment opportunities;
- Ensuring a broad mix of housing types and tenures including starter homes and opportunities for self-build;
- Providing integrated and accessible transport opportunities;
- Achieving high quality, imaginative and sustainable design;
- Ensuring good levels of access to local community, recreational and shopping facilities particularly on foot and bicycle;
- Generous provision of open space including a strong Green Infrastructure Network that incorporates existing features and provides effective links to surrounding areas;
- The provision of opportunities for local residents to grow their own food including allotments

9.5.40e The site is primarily greenfield and largely in agricultural use at present although there some existing uses including commercial development on the southern boundary along the A40. The site has no significant physical or policy constraints and a significant proportion of the land identified is being actively promoted for development. It falls outside the Oxford Green Belt which lies immediately to the east.

9.5.40f Importantly, the suitability of the site for strategic development has

To provide a detailed explanation of the proposed allocation of land north of the A40 near Eynsham which is intended to come forward as a new settlement based on garden village principles.

The text is intended to explain the rationale underpinning the proposed allocation including the analysis of options undertaken to date as well as the potential benefits of the scheme including strategic transport improvements and new business land provision.
been assessed in broad terms as part of countywide joint working carried out to determine the apportionment of unmet need from Oxford City. The site was considered against a number of alternative site options in West Oxfordshire and shown to be the most appropriate option in West Oxfordshire (together with land to the west of Eynsham) for providing additional housing to meet the housing needs of Oxford City. The suitability of the site has also been tested through the Council’s Strategic Housing and Employment Land Availability Assessment (SHELAA) and as part of the Local Plan Sustainability Appraisal (SA) process alongside other reasonable alternatives.

9.5.40g The location of the site is such that it has a strong spatial relationship to Oxford and the Oxfordshire knowledge spine. This is reinforced by the Council’s own economic evidence which highlights the close relationship of Eynsham with Oxford and its surrounding environs. An indicative site boundary is shown below in Figure 9.15a. This boundary was used in a recent expression of interest submitted to Government for official ‘Garden Village’ status. It is however indicative and should not be taken as definitive at this point in time. The intention of the Council is to prepare more detailed policy guidance as a follow on to the Local Plan in the form of a separate ‘Area Action Plan’ (AAP).

9.5.40h Preparation of a separate AAP will provide the opportunity to consider in more detail the most appropriate extent of development, quantum and mix of uses and indicative layout etc. It will also provide the opportunity to consider matters of delivery and phasing which are critical to strategic development of this scale. A focussed Green Belt review should be undertaken as part of the Area Action Plan process to consider whether additional areas should be added to the Oxford Green Belt in the vicinity of the new Garden Village.

9.5.40i In terms of new housing provision, it is envisaged that the site will deliver at least 2,200 homes by 2031 although if the lead in time to construction can be accelerated, this number could be increased. The site also provides an opportunity to consider further development.
beyond 2031. This would need to be considered against other reasonable alternatives as part of any subsequent review of this Local Plan.

9.5.40 In accordance with Garden City/Village principles, a broad range of dwelling types and tenures will be sought including up to 50% affordable housing in line with Policy H3 (subject to viability considerations). The Council’s objective is to secure at least 20% of the overall number of dwellings in the form of Starter Homes. There will also be a strong emphasis on the provision of opportunities for self-build in accordance with Policy H5 as well as consideration of the opportunity to provide accommodation for Gypies and Travellers in accordance with Policy H7.

9.5.40k In accordance with Garden City/Village principles, there will be a strong emphasis on the provision of high quality local employment opportunities in order to encourage increased self-containment and reduce the need for out-commuting. It is anticipated that the Garden Village will therefore incorporate a new science park of around 40 hectares in size in a prominent location close to the A40. This scale will provide long term capacity up to and beyond 2031.

9.5.40l Although there are a number of ‘campus-style’ science parks in Oxfordshire, there are currently none in West Oxfordshire. The provision of around 40 hectares of business land within the Garden Village will help to ensure it is a commercially viable prospect and has the necessary scale to operate as a science park. The principle of delivering a new science park in this location is supported by the Oxfordshire LEP and is reflective of the economic strength of Eynsham and its close relationship to Oxford and the Oxfordshire knowledge spine. It is complementary to the Northern Gateway proposals in Oxford.

9.5.40m In addition to significant provision of new housing and job opportunities, the Garden Village will deliver major transport improvements and improved connectivity by car, public transport,
walking and cycling. This will be a key theme of the development in line
with Garden City/Village principles.

9.5.4n In terms of public transport, the site will include a new park and ride
site, funding for which has already been secured by Oxfordshire County
Council through the Local Growth Fund (£35m). This funding award
will also deliver an eastbound bus priority lane from the new park and
ride site to Duke's Cut canal bridge near Wolvercote. Further long
term improvements to the A40 have also been identified by
Oxfordshire County Council which when implemented will further
encourage the use of priority bus services along the A40.

9.5.4o Whilst the site not directly served by rail it is in close proximity to
Hanborough Station which is only around 3km to the north at its
nearest point. The proposed Garden Village therefore presents an
excellent opportunity to provide high quality linkages with Hanborough
Station, thereby capitalising on the station and line improvements that
have already been made or are being proposed.

9.5.4p Whilst the details of any proposal will be worked up through an Area
Action Plan, it is evident that there are a number of existing public
rights of way between the Garden Village site and Hanborough Station
that could be enhanced and extended or with dedicated provision for
cyclists provided. Similarly there is an opportunity to enhance
connections to the station by road including the possibility of a
southern access point from Lower Road being provided. This could
enable bus connectivity between Eynsham, the Garden Village and
Hanborough Station. All of these measures would make a significant
contribution towards encouraging residents of the Garden Village to
use Hanborough Station for journeys by rail.

9.5.4q The size of the proposal is such that provision would also be made for
supporting community uses including a new primary school together
with a neighbourhood centre of a suitable scale to serve everyday
needs of residents. In accordance with Garden City/Village principles
the development will also be characterised by generous Green Infrastructure both formal and informal. This will include the provision of effective links to the surrounding countryside.

9.5.40 By ensuring good links across the A40 (e.g. an iconic feature bridge as suggested in the Council’s Garden Village expression of interest) existing residents of Eynsham to the south will be able to access the Garden Village to enjoy the services, facilities and amenities it will offer. Conversely, residents of the Garden Village will be able to access Eynsham and its services and facilities, thereby playing a complementary rather than a competing role.

<table>
<thead>
<tr>
<th>MAIN154</th>
<th>Figure 9.15a – West Oxfordshire Garden Village Strategic Development Area (SDA)</th>
<th>New site plan added showing boundary of proposed Garden Village SDA.</th>
<th>To illustrate the proposed boundary of the garden village strategic development area.</th>
</tr>
</thead>
</table>
| MAIN155 | Policy EW1a – West Oxfordshire Garden Village Strategic Development Area | Insert new policy as follows:

**Policy EW1a – West Oxfordshire Garden Village Strategic Development Area (2,200 homes)**

Land to the north of the A40, near Eynsham to accommodate a free-standing exemplar Garden Village including:

a) about 2,200 homes with a balanced and appropriate mix of house types and tenures to meet identified needs including affordable housing.

b) development taken forward in accordance with key Garden Village principles.

c) comprehensive development to be led by an Area Action Plan (AAP).

d) about 40 hectares of business land (B-class) in the form of a |

To reflect the proposed allocation of the site for 2,200 homes and to establish the criteria against which any development proposals will be considered.

The policy sets out a commitment to prepare an Area Action Plan (AAP) to take forward development in a comprehensive manner.
'campus-style' science park.
e) provision of a new park and ride site (1,000 spaces) with associated eastbound bus priority lane along the A40.
f) the provision of up to two primary schools on site (2FE including nursery) on 2.22ha sites together with financial contributions towards secondary school capacity as appropriate.
g) the provision of other supporting transport infrastructure, including proposals to mitigate the impact of traffic associated with the development, and incorporating a comprehensive network for pedestrians, cyclists and public transport with links to adjoining areas, including a particular emphasis on improving linkages to Hanborough Station and to Eynsham and on enhancing Hanborough Station as a transport interchange.
h) development to be phased in accordance with the timing of provision of supporting infrastructure and facilities.
i) the provision of appropriate landscaping measures to mitigate the potential impact of development and associated infrastructure.
jj) biodiversity enhancements including arrangements for future maintenance.
k) provision of appropriate green infrastructure including allotments, open space, improvements to public rights of way and access to the wider countryside.
l) appropriate measures to mitigate traffic noise.
m) the investigation, recording and safeguarding of the known and potential archaeological significance of the Area prior to any development taking place. The results of the investigation and recording should inform the final layout of the development and be deposited in a public archive.
n) appropriate measures to mitigate flood risk including the use of
sustainable drainage methods to ensure that post-development surface water run-off rates are attenuated to achieve a reduction in greenfield run-off rates. The sustainable drainage systems should be designed to provide a biodiversity enhancement.

o) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements.

p) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings.

q) the developer will be required to set aside 5% of the developable plots for those wishing to undertake custom/self-build.

<table>
<thead>
<tr>
<th>MAIN156</th>
<th>Paragraphs 9.5.40s - 9.5.41b</th>
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</thead>
<tbody>
<tr>
<td>Insert new text as follows:</td>
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</tbody>
</table>

**West Eynsham Strategic Development Area (SDA) – 1,000 homes (Eynsham Parish)**

9.5.40s Land to the west of Eynsham is allocated for the delivery of 1,000 homes. A proportion of these new homes (550) will contribute towards the unmet housing need of Oxford City, with the remaining balance (450) contributing towards West Oxfordshire’s own identified housing needs. The site is well-related to the main services and facilities of Eynsham including in particular Bartholomew Secondary School, Eynsham Village Hall and the Eynsham Medical Centre. It has no major physical or policy constraints to development although flood risk is an important consideration due to the presence of the Chil Brook which runs across parts of the site. The majority of the site is actively being promoted for development.

9.5.40t The former Eynsham Nursery and Garden Centre to the west of Eynsham has already secured planning permission for residential development of 77 new homes. There is also a current planning application pending determination for a further 160 homes on land to reflect the proposed allocation of land to the west of Eynsham. The text provides a factual description of the site and relevant constraints as well as the rationale underpinning the proposed allocation.

The proposed allocation is based in part on work undertaken through the Oxfordshire Growth Board to address unmet housing need from Oxford City which concluded that the land west of Eynsham represents a sustainable development opportunity.
immediately west of Willows Edge/Thornbury Road demonstrating clear developer interest.

9.5.4.0  The suitability of the site for strategic development has been assessed in broad terms as part of countywide joint working carried out to determine the apportionment of unmet need from Oxford City. The site was considered against a number of alternative site options in West Oxfordshire and shown to be the most appropriate option (together with land to the north of Eynsham, the site of the Garden Village expression of interest) for providing additional housing to meet the housing needs of Oxford City. The suitability of the site has also been tested through the Council’s Strategic Housing and Employment Land Availability Assessment (SHELAA) and as part of the Local Plan Sustainability Appraisal (SA) process alongside other reasonable alternatives.

9.5.4.0v  The potential for a western expansion of Eynsham has also been considered as part of the extensive work and consultation on the emerging Neighbourhood Plan for Eynsham. The proposed allocation is shown below.

9.5.4.0w  The site is in multiple land ownerships and the majority has been promoted for development through the Council’s Strategic Housing and Economic Land Availability Assessment (SHELAA). Having regard to the size of the site, the constraints that exist in terms of flood risk and the requirement for other on-site uses including a new primary school, local centre and green infrastructure it is reasonable to expect delivery of around 1,000 new homes in this area.

9.5.4.0x  A key consideration for this site is traffic impact not only in terms of the traffic impact of the proposed development but also the potential to deliver strategic transport improvements that would be of wider benefit to other residents and employees. In particular, a major urban extension such as this presents the opportunity to provide a new western link road for Eynsham serving the new development and also providing a strategic road connection from the A40 to the B4449 to the
south, thereby providing additional journey choice and also helping to remove unnecessary through-traffic.

9.5.40y The provision of this link road will be sought as an integral part of comprehensive development to the west of Eynsham. Appropriate consideration will also need to be given to the relationship between proposed access arrangements onto the A40 from this site and from the proposed Garden Village to the north.

9.5.40z A further key consideration for the site is the provision of effective pedestrian and cycle links to encourage sustainable travel into Eynsham and beyond including the West Oxfordshire Garden Village to the north of the A40. Any development in this area will need to be supported by a detailed Transport Assessment (TA) and Travel Plan.

9.5.41a As a major urban extension into open countryside, landscape impact is a key consideration but compared to other alternative site options, this area is not overtly sensitive and if planned and designed properly, the impact of development is capable of being effectively mitigated. A detailed landscape and visual impact assessment would be required in support of any future application to determine the most appropriate form and layout of development which would ultimately influence final housing numbers.

9.5.41b In terms of deliverability, whilst the site is in multiple ownerships, the majority is being actively promoted for development and can therefore be considered to be available. In terms of viability, the Council’s evidence suggests that a scheme of 1,000 homes in this area would be viable taking account of the likely infrastructure costs including those associated with the western link road and a new on-site primary school.

<p>| MAIN157 | Figure 9.15b – West Eynsham Strategic Development Area (SDA) | New plan inserted showing indicative boundary of proposed West Eynsham SDA including an indicative alignment of a western link road. | To illustrate the proposed extent of the West Eynsham SDA including the indicative alignment of a western link road. |</p>
<table>
<thead>
<tr>
<th>Policy EW1b – West Eynsham Strategic Development Area</th>
<th><strong>Insert new policy as follows:</strong></th>
</tr>
</thead>
</table>

**Policy EW1b – West Eynsham Strategic Development Area (1,000 homes)**

Land to the west of Eynsham to accommodate a sustainable integrated community that forms a positive addition to Eynsham, including:

a) about 1,000 homes with a balanced and appropriate mix of house types and tenures to meet identified needs including affordable housing.

b) comprehensive development to be led by an agreed masterplan.

c) provision of a new western link road funded by and provided as an integral part of the development and taking the opportunity to link effectively with the existing road network on the western edge of the village.

d) the provision of a new primary school on-site (1.5FE including nursery) on a 2.22 ha site to enable future expansion together with financial contributions towards secondary school capacity as appropriate.

e) the provision of other supporting transport infrastructure, including proposals to mitigate the impact of traffic associated with the development in particular the impact on the existing village, and incorporating a comprehensive network for pedestrians, cyclists and public transport with links to adjoining areas, including a particular emphasis on improving linkages into Eynsham, to the West Oxfordshire Garden Village and into the surrounding countryside.

f) development to be phased in accordance with the timing of provision of supporting infrastructure and facilities.

g) the provision of appropriate landscaping measures to mitigate the potential impact of development and associated infrastructure.

To reflect the proposed allocation of the site for 1,000 homes and to establish the criteria against which any development proposals will be considered.

The policy sets out a commitment to a masterplan led approach to development.
**Paragraphs 9.5.41c - 9.5.41e**

- **h)** biodiversity enhancements including arrangements for future maintenance.
- **i)** provision of appropriate green infrastructure including allotments.
- **j)** the investigation, recording and safeguarding of the known and potential archaeological significance of the Area prior to any development taking place. The results of the investigation and recording should inform the final layout of the development and be deposited in a public archive. Particular consideration will need to be given to the scheduled monument adjacent to the B4449.
- **k)** appropriate measures to mitigate flood risk including the use of sustainable drainage methods to ensure that post-development surface water run-off rates are attenuated to achieve a reduction in greenfield run-off rates. The sustainable drainage systems should be designed to provide a biodiversity enhancement.
- **l)** connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements.
- **m)** demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings.
- **n)** the developer will be required to set aside 5% of the developable plots for those wishing to undertake custom/self-build.

**MAIN159**

Insert new text as follows:

**Alternative Options for Strategic Growth in the Eynsham – Woodstock Sub-Area**

9.5.41c As part of the assessment of strategic options undertaken in partnership with the other Oxfordshire authorities, consideration has been given to two other ‘strategic’ options for growth in the Eynsham – Woodstock sub-area, land at Barnards Gate and land to the east of...
Woodstock (the majority of which is located in neighbouring Cherwell District).

9.5.4d The Barnard Gate site is located to the north of the A40 between Witney and Eynsham. The assessment and analysis undertaken as part of the joint working on unmet need identified a number of sensitivities and the site was not subsequently included as a preferred option for meeting Oxford’s housing needs. Effectively it is a less suitable option than the land to the north of the A40 which has been identified to assist Oxford.

9.5.4e Land to the east of Woodstock lies partly within West Oxfordshire and primarily within Cherwell District. Whilst the joint work on unmet need concluded that the site had some merit it also had a number of important sensitivities not least the potential impact on the Blenheim Palace World Heritage Site (WHS). The District Council considers that a smaller development on the portion of the site which is within West Oxfordshire is appropriate and this plan identifies an allocation of 300 homes. There is also a current planning application on the site.

**Non-Strategic Housing Allocation**

9.5.4f In order to help meet identified housing needs in addition to the two strategic development areas, six smaller site allocations are also proposed in the Eynsham – Woodstock sub-area. These include:

- Land East of Woodstock (300 homes)
- Land north of Hill Rise, Woodstock (120 homes)
- Land north of Banbury Road, Woodstock (250 homes)
- Land at Myrtle Farm, Long Hanborough (50 homes)
- Oliver’s Garage, Long Hanborough (25 homes)
- Former Stanton Harcourt Airfield (50 homes)

To identify a number of new proposed ‘non-strategic’ allocations which have been identified in the Eynsham – Woodstock sub-area to help meet identified housing needs.

To provide a factual description
| 9.5.41k | **Land East of Woodstock (300 homes)**

9.5.41g This is a greenfield site of around 16 ha on the south eastern edge of Woodstock currently in agricultural (arable) use. The site immediately adjoins existing residential development to the west, is bordered to the north by sports pitches associated with the Marlborough School, to the east by open countryside and to the south by the A44 and beyond that the grounds of Blenheim Palace which is a designated World Heritage Site (WHS). The eastern boundary of the site forms the administrative boundary between West Oxfordshire and neighbouring Cherwell District.

9.5.41h The site is in a single ownership (the Blenheim Estate) and has previously been promoted through the Council's housing land availability assessment which has concluded that it is suitable in principle for residential development. The District Council previously allocated the site for mixed-use development during the preparation of the 2011 Local Plan but the site was removed at the request of the Inspector who felt at that time that the scale of the proposed development was excessive. The site is the subject of a current hybrid planning application submitted by the Vanbrugh Unit Trust and Pye Homes on behalf of the estate.

9.5.41i Whilst it is clearly a sensitive site given the importance of the approach to Woodstock and the proximity of the Blenheim Palace WHS, it is reasonable to conclude that residential development in this location represents a sustainable development opportunity which if designed, managed and implemented properly, presents an excellent opportunity to deliver a high quality housing scheme in close proximity to the central core of Woodstock which ranks as one of the District’s most sustainable settlements in terms of the availability of shops, services and facilities. The proposed site allocation is shown in Figure 9.15c below.

9.5.41j The site has no major physical constraints as it is relatively flat and access can be achieved directly from the A44. It is not within the Green Belt, is not within an area of flood risk and is not within the Cotswolds of the proposed site allocation east of Woodstock including the relevant constraints that apply as well as the rationale underpinning the proposed allocation.
AONB. A key consideration is the potential impact of development on the setting of the WHS but that is not considered to be an absolute constraint to development provided it is addressed sensitively.

9.5.4.1k For the reasons outlined above, the land east of Woodstock is allocated for the provision of around 300 new homes. Policy EW1c below applies.

<table>
<thead>
<tr>
<th>MAIN162</th>
<th>Figure 9.15c – Land East of Woodstock</th>
<th>New plan inserted showing boundary of proposed site allocation.</th>
<th>To illustrate the proposed extent of the East Woodstock housing allocation.</th>
</tr>
</thead>
</table>

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<tr>
<th>MAIN163</th>
<th>Policy EW1c – Land East of Woodstock</th>
<th>Insert new policy as follows:</th>
<th>To reflect the proposed allocation of the site for 300 homes and to establish the criteria against which any development proposals will be considered.</th>
</tr>
</thead>
</table>

**Policy EW1c – Land East of Woodstock (300 homes)**

*Land to the east of Woodstock, north of the A44 Oxford Road to accommodate around 300 dwellings as a well-integrated and logical extension of the existing built form of the town.*

*Proposals for development should be consistent with the following:*

a) provision of a mix of house types and tenures including affordable housing in accordance with Policy H3 – Affordable Housing.

b) ensuring that development does not have a harmful impact on designated heritage assets and the setting of the Blenheim Palace World Heritage Site (WHS).

c) positive enhancement of the approach to Woodstock from the south east.

d) provision of satisfactory vehicular access onto the A44 Woodstock Road and appropriate pedestrian and cycle connections.

e) appropriate provision of and contributions towards supporting...
infrastructure:

f) biodiversity enhancements including arrangements for future maintenance.

g) appropriate measures to mitigate flood risk including the use of sustainable drainage methods to ensure that post-development surface water run-off rates are attenuated to achieve a reduction in greenfield run-off rates. The sustainable drainage systems should be designed to provide a biodiversity enhancement and not cause harm to the Blenheim Park SSSI.

h) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements.

i) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings.

j) the developer will be required to set aside 5% of the developable plots for those wishing to undertake custom/self-build.

Insert new text as follows:

**Land north of Hill Rise, Woodstock (120 homes)**

9.5.41l This is a greenfield site located on the northern approach into Woodstock along the A44 Manor Road. It adjoins existing residential development at Hill Rise and Vanbrugh Close to the west and south which acts as a buffer to the Blenheim Palace WHS to the west. To the north and east of the site is open countryside which slopes gently down towards a valley associated with the River Glyme.

9.5.41m The site is primarily within agricultural use with the exception of a small parcel of land in the southern part of the site which is in use as a children’s play area. Notably, relocation of this play area would provide the opportunity to create a vehicular access into the site from Vermont

To provide a factual description of the proposed site allocation north of Hill Rise, Woodstock including the relevant constraints that apply as well as the rationale underpinning the proposed allocation.
Drive/Vanbrugh Close as well as improving a more modern play facility for local children. Depending on the scale of development there may also be scope to provide a vehicular access directly onto the A44 to the north of the existing houses at Hill Rise.

9.5.41n The site is in a single ownership (the Blenheim Estate) and has been promoted for development through the Council’s Strategic Housing and Economic Land Availability Assessment (SHELAA). Through the site assessment process the Council has concluded that the site is suitable for development. As the site is in the same ownership as land at east Woodstock (Policy EW1c) which is the subject of a current planning application, this site may come forward later in the plan period.

9.5.41o The site has no major physical or policy constraints to development. Vehicular access can be achieved via several potential points and the site is within comfortable walking and cycling distance of the centre of Woodstock providing the opportunity for effective pedestrian and cycle links. The site is not within the Cotswolds AONB or Oxford Green Belt and is not within a defined area of flood risk.

9.5.41p Whilst relatively proximate to the Blenheim Palace WHS, any potential impact on its setting would be mitigated by the existing development adjoining the western and southern edges of the site. Whilst a public right of way crosses the site from north to south, this could be effectively incorporated into the design and layout of any development as appropriate.

9.5.41q A key consideration for the site is landscape impact given that this is a relatively large greenfield site on the edge of Woodstock. However, compared to other site options the landscape sensitivity of this site is considered to be relatively modest with the site very much reading as part of the existing settlement thereby providing the ability to integrate effectively with the existing built form in this location. The design and layout of any scheme and any landscape impact mitigation would need to be considered and agreed on the basis of a full landscape and visual impact assessment. The proposed site allocation is shown in Figure
<table>
<thead>
<tr>
<th>MAIN165</th>
<th>Figure 9.15d – Land North of Hill Rise, Woodstock</th>
<th>New plan inserted showing boundary of proposed site allocation.</th>
<th>To illustrate the proposed extent of the housing allocation north of Hill Rise, Woodstock.</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAIN166</td>
<td>Policy EW1d – Land north of Hill Rise, Woodstock</td>
<td>Insert new policy as follows:</td>
<td>To reflect the proposed allocation of the site for 120 homes and to establish the criteria against which any development proposals will be considered.</td>
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<td>Policy EW1d – Land north of Hill Rise, Woodstock (120 homes)</td>
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<td></td>
<td>Land to the north of Hill Rise, Woodstock to accommodate around 120 dwellings as a well-integrated and logical extension of the existing built form of the town.</td>
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<td>Proposals for development should be consistent with the following:</td>
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<tr>
<td></td>
<td></td>
<td>a) provision of a mix of house types and tenures including affordable housing in accordance with Policy H3 – Affordable Housing.</td>
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<td></td>
<td>b) ensuring that development does not have a harmful impact on the setting of the Blenheim Palace World Heritage Site (WHS).</td>
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<td>c) provision of satisfactory vehicular accesses and appropriate pedestrian and cycle connections including appropriate accommodation of the existing public right of way through the site.</td>
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<td>d) appropriate provision of and contributions towards supporting infrastructure:</td>
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<td></td>
<td>e) replacement/enhancement of the existing children’s play area and public open space adjacent to Rosamund Drive.</td>
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<td></td>
<td>f) biodiversity enhancements including arrangements for future maintenance.</td>
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</tbody>
</table>
| Paragraphs 9.5.41s – 9.5.41w | Insert new text as follows:

**Land North of Banbury Road, Woodstock (250 homes)**

9.5.41s This is a greenfield site located on the northern edge of Woodstock between Green Lane and Banbury Road. The site is in agricultural use and has been put forward for potential development by the landowner, the Blenheim Estate. To the west of the site is an employment site occupied by Owen Mumford an important local employer. To the south of the site is the existing, primarily residential edge of Woodstock which runs in an irregular form along Green Lane and Banbury Road which subsequently forms the eastern edge of the site with open countryside beyond. To the north of the site is open countryside.

9.5.41t The site is in a single ownership (the Blenheim Estate) and has been promoted for development through the Council’s Strategic Housing and Economic Land Availability Assessment (SHELAA). Through the site assessment process the Council has concluded that the site is suitable for development. As the site is in the same ownership as land at east Woodstock (Policy EW1c) which is the subject of a current planning

To provide a factual description of the proposed site allocation north of Banbury Road, Woodstock including the relevant constraints that apply as well as the rationale underpinning the proposed allocation.
application, this site may come forward later in the plan period. The site has no major physical or policy constraints to development. Vehicular access can be achieved via Banbury Road and the site is within comfortable walking and cycling distance of the centre of Woodstock providing the opportunity for effective pedestrian and cycle links. The site is not within the Cotswolds AONB or Oxford Green Belt and is not within a defined area of flood risk.

9.5.4u Whilst a public right of way crosses part of the site, this could be effectively incorporated into the design and layout of any development as appropriate. A key consideration for the site is landscape impact given that this is a relatively large greenfield site on the edge of Woodstock. However, compared to other site options the landscape sensitivity of this site is considered to be relatively modest with the site being relatively self-contained and well-screened from wider views. The design and layout of any scheme and any landscape impact mitigation would need to be considered and agreed on the basis of a full landscape and visual impact assessment. The proposed site allocation is shown in Figure 9.15e below.

9.5.4v The site adjoins the Glyme and Dorn Conservation Target Area (CTA) and is close to the Woodstock Water Meadows for which there is a Management Plan and Action Plan. As such the site offers excellent potential for biodiversity enhancement and informal recreation. Importantly a residential scheme in this location would also provide the opportunity to deliver improved vehicular access to the Owen Mumford employment site allowing for a more direct connection between Green Lane and Banbury Road than currently exists.

9.5.4w In light of the lack of physical and policy constraints to development the site is allocated for the provision of around 250 homes.

MAIN168 Figure 9.15e – Land North of Banbury Road, Woodstock

New plan inserted showing boundary of proposed site allocation.

To illustrate the proposed extent of the housing allocation north of Banbury Road,
Insert new policy as follows:

**Policy EW1e – Land north Banbury Road, Woodstock (250 homes)**

Land to the north of Banbury Road, Woodstock to accommodate around 250 dwellings as a well-integrated and logical extension of the existing built form of the town.

Proposals for development should be consistent with the following:

a) provision of a mix of house types and tenures including affordable housing in accordance with Policy H3 – Affordable Housing.

b) provision of satisfactory vehicular access from Banbury Road and Green Lane and appropriate pedestrian and cycle connections including incorporation of the existing public right of way across the site.

c) appropriate provision of and contributions towards supporting infrastructure;

d) ensuring that development does not have a harmful impact on the setting of the Blenheim Palace World Heritage Site (WHS) including key views.

e) biodiversity enhancements including arrangements for future maintenance. Development will be required to make a positive contribution towards the adjoining Conservation Target Area (CTA).

f) appropriate measures to mitigate flood risk including the use of sustainable drainage methods to ensure that post-development surface water run-off rates are attenuated to achieve a reduction in greenfield run-off rates. The sustainable drainage systems should be designed to provide a biodiversity enhancement.

To reflect the proposed allocation of the site for 250 homes and to establish the criteria against which any development proposals will be considered.
g) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements.

h) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings.

i) the developer will be required to set aside 5% of the developable plots for those wishing to undertake custom/self-build.

| MAIN170 | Paragraphs 9.5.41x – 9.5.42a | Insert new text as follows:

**Land at Myrtle Farm, Long Hanborough (50 homes)**

9.5.41x This is a greenfield site of around 2.5 hectares located close to the centre of Long Hanborough along the northern edge of the settlement. It has been promoted for development through the Council's Strategic Housing and Employment Land Availability Assessment (SHELAA). The site is in a single land ownership and has no significant physical or policy constraints to development.

9.5.41y It adjoins an area of recent development at Corn Hyde and Myrtle Close. Vehicular access to the site can be achieved via an existing turning head in Corn Hyde. The site is adjoined to the east by a small supermarket with associated surface level car parking. To the north is open countryside which can be glimpsed past the church from the A4095 although the site is effectively screened by an existing mature field boundary. The site is currently in agricultural use.

9.5.41z The Council’s assessment of the site has concluded that it is a suitable and deliverable opportunity. It is centrally located within Long Hanborough providing convenient access to available services and facilities. Satisfactory vehicular access can be achieved. The site is not within the Cotswold AONB (although is relatively close so that the setting of the AONB is a consideration) or Oxford Green Belt and is not within a Conservation Area (although it does adjoin one to the north). To provide a factual description of the proposed site allocation at Myrtle Farm, Long Hanborough including the relevant constraints that apply as well as the rationale underpinning the proposed allocation.
The site is flat and self-contained from wider views. It does not fall within an area of designated flood risk and is available for development. The proposed site allocation is shown in Figure 9.15f below.

9.5.42a In light of the lack of physical and policy constraints to development the site is allocated for the provision of around 50 homes.

| MAIN171 | Figure 9.15f – Land at Myrtle Farm, Long Hanborough | New plan inserted showing boundary of proposed site allocation. | To illustrate the proposed extent of the housing allocation at Myrtle Farm, Long Hanborough. |
| MAIN172 | Policy EW1f – Land at Myrtle Farm, Long Hanborough | Insert new policy as follows: | To reflect the proposed allocation of the site for 50 homes and to establish the criteria against which any development proposals will be considered. |

**Policy EW1f – Land at Myrtle Farm, Long Hanborough (50 homes)**

Land at Myrtle Farm to the east of Corn Hyde, Long Hanborough to accommodate around 50 dwellings as a well-integrated and logical extension of the existing built form of the village.

Proposals for development should be consistent with the following:

a) provision of a mix of house types and tenures including affordable housing in accordance with Policy H3 – Affordable Housing.

b) provision of satisfactory vehicular access and appropriate pedestrian and cycle connections.

c) appropriate provision of and contributions towards supporting infrastructure;

d) retention and enhancement of the existing vegetation along the northern site boundary to ensure effective screening of the development from wider views.
e) appropriate measures to mitigate flood risk including the use of sustainable drainage methods to ensure that post-development surface water run-off rates are attenuated to achieve a reduction in greenfield run-off rates. The sustainable drainage systems should be designed to provide a biodiversity enhancement.

f) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements.

g) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings.

To provide a factual description of the proposed site allocation at Oliver’s Garage, Long Hanborough including the relevant constraints that apply as well as the rationale underpinning the proposed allocation.

---

**Oliver’s Garage, Long Hanborough (25 homes)**

9.5.42b This is a previously developed site within the existing built up area of Long Hanborough that is currently in use as a garage with associated ancillary uses. The site is around 0.75 hectares in size and capable of accommodating around 25 new homes depending on the type, mix and layout. Whilst not currently available the site has been promoted for development through the Council’s Strategic Housing and Employment Land Availability Assessment (SHELAA) and is understood to be potentially available in the medium-term.

9.5.42c The Council’s assessment of the site has concluded that it is a suitable and developable opportunity for new housing provision in Long Hanborough in a relatively central location that provides convenient access to the services and facilities available in the village. Vehicular access to the site already exists from the A4095 and there are no major physical or policy constraints to prevent the redevelopment of the site. Whilst it would represent the loss of a small local employment site this would be offset to a large extent by the provision of new homes in highly sustainable location and on a previously developed (brownfield)
The proposed site allocation is shown in Figure 9.15g below. In light of the lack of physical and policy constraints to development the site is allocated for the provision of around 25 homes.

<table>
<thead>
<tr>
<th>MAIN174</th>
<th>Figure 9.15g – Land at Oliver’s Garage, Long Hanborough</th>
<th>New plan inserted showing boundary of proposed site allocation.</th>
<th>To illustrate the proposed extent of the housing allocation at Oliver’s Garage, Long Hanborough.</th>
</tr>
</thead>
</table>

Insert new policy as follows:

**Policy EW1g – Land at Oliver’s Garage, Long Hanborough (25 homes)**

Land at Oliver’s Garage, Long Hanborough to accommodate a small high quality development of around 25 dwellings as a well-integrated and logical redevelopment of an existing use within the built area of the village.

Proposals for development should be consistent with the following:

a) provision of a mix of house types and tenures including affordable housing in accordance with Policy H3 – Affordable Housing.

b) making efficient use of the site through an appropriate density of development and innovative, high-quality design.

c) appropriate provision of and contributions towards supporting infrastructure.

d) consideration of any potential decontamination mitigation measures necessary as a result of the existing garage use of the site.

e) provision of satisfactory vehicular access and appropriate pedestrian and cycle connections.

f) connection to the mains sewerage network which includes infrastructure upgrades where required.

To reflect the proposed allocation of the site for 25 homes and to establish the criteria against which any development proposals will be considered.
g) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings.

Insert new text as follows:

**Former Stanton Harcourt Airfield (50 homes)**

9.5.42e This site is located on the southern edge of Stanton Harcourt and comprises part of a former airfield that was used during World War II. A number of airfield buildings remain on the site in varying condition. The majority of buildings are unused although a small number are used for low-key storage and industrial uses.

9.5.42f To the south of the site is an existing recreation area containing football and cricket pitches. To the east of the site is primarily agricultural land with a small number of residential properties along Steady’s Lane. There is also a small cemetery adjoining Main Road which forms the eastern site boundary. To the north of the site is further existing residential development and a parcel of undeveloped agricultural land. To the west is a mixture of different uses including a capped landfill site, scheduled monument and a series of restored gravel pits. The proposed site allocation is shown in Figure 9.15h below.

9.5.42g The site adjoins the Conservation Area but does not fall within it. There is a public right of way running across the centre of the site from east to west. The site has been promoted to the Council for development through the Strategic Housing and Employment Land Availability Assessment (SHELAA) and the Council’s assessment of the site concludes that it is a suitable and deliverable development opportunity. The site has no major physical or policy constraints to prevent development coming forward and comprises previously developed land (in part) in a relatively sustainable location with good access to a range of local services and facilities. The site is the subject of a current planning application.

9.5.42h In light of the lack of physical and policy constraints to development the
<table>
<thead>
<tr>
<th>MAIN177</th>
<th>Figure 9.15h – Former Stanton Harcourt Airfield, Stanton Harcourt</th>
<th>New plan inserted showing boundary of proposed site allocation.</th>
<th>To illustrate the proposed extent of the housing allocation at the former Stanton Harcourt Airfield, Stanton Harcourt.</th>
</tr>
</thead>
</table>
| MAIN178 | Policy EW1h – Former Stanton Harcourt Airfield | Insert new policy as follows: **Policy EW1h – Former Stanton Harcourt Airfield (50 homes)**  
Land at the former Stanton Harcourt Airfield, Stanton Harcourt to accommodate a high quality development of around 50 dwellings as a well-integrated and logical redevelopment of an existing previously developed site adjacent to the existing settlement edge.  
Proposals for development should be consistent with the following:  
a) provision of a mix of house types and tenures including affordable housing in accordance with Policy H3 – Affordable Housing.  
b) provision of satisfactory vehicular access and appropriate pedestrian and cycle connections.  
c) appropriate provision of and contributions towards supporting infrastructure;  
d) positive incorporation of any defining site characteristics and features of historic significance to the former role of the site as an airfield.  
e) appropriate measures to ensure there are no potential issues arising from land contamination associated with the site and the adjoining landfill.  
f) appropriate measures to mitigate flood risk including the use of sustainable drainage methods to ensure that post-development | To reflect the proposed allocation of the site for 50 homes and to establish the criteria against which any development proposals will be considered. |
surface water run-off rates are attenuated to achieve a reduction in greenfield run-off rates. The sustainable drainage systems should be designed to provide a biodiversity enhancement.

g) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements.

h) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings.

<table>
<thead>
<tr>
<th>MAIN179</th>
<th>Paragraphs 9.5.41 – 9.5.42</th>
</tr>
</thead>
</table>
| Amend and insert additional text as follows: Employment 9.5.41 The Council’s economic evidence highlights the importance of the Eynsham – Woodstock sub-area for employment and business. This area has a skilled resident workforce a number of whom are employed in managerial positions and has a strong functional relationship with Oxford City and the Oxford City Region. It is anticipated that as part of the West Oxfordshire Garden Village to the north of the A40, near Eynsham, a new ‘campus-style’ science park of around 40 hectares in size will be created as part of a comprehensive mixed-use development. This will create a large number of new jobs and a business opportunity that does not currently exist in West Oxfordshire. It will help to ensure that the District is able to play a complementary role to the Oxfordshire knowledge spine, presenting the opportunity for high-technology university spin-outs and development and research opportunities. 9.5.42 No other site allocations are proposed at this stage but the Council will work with landowners and developers as well as Town and Parish Councils to identify suitable opportunities in appropriate, sustainable locations, including through the anticipated early review of this Local Plan. These will be focused on the rural service centres with a particular focus on Eynsham. Existing sites will be safeguarded in

Updated to reflect the proposed allocation of the garden village north of the A40 near Eynsham which it is anticipated will include a large science park to meet identified needs to 2031 and beyond.

To also clarify that an early review of the Local Plan is no longer proposed.
accordance with Policy EI and the Council will support in principle the potential modernisation of existing business premises to ensure they remain fit for purpose.

<table>
<thead>
<tr>
<th>MAIN180</th>
<th>Paragraphs 9.5.46 – 9.5.48</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amend and insert additional text as follows:</td>
<td></td>
</tr>
<tr>
<td><strong>9.5.46</strong></td>
<td>In terms of the highway network, we will work in partnership with the County Council to take forward necessary improvements with the A40 being the top priority. The award of £35m through the Local Growth Fund offers the potential to make a significant improvement to the current situation which would have benefits for other areas if traffic using those could be encouraged to remain on the A40 instead of seeking alternative quicker routes. We will work with the County Council and other relevant partners to deliver a new park and ride site of around 1,000 spaces is delivered to the north of Eynsham as part of the West Oxfordshire Garden Village proposal. This will be coupled with the provision of a new eastbound bus lane towards Oxford. We will also work with the County Council to help identify an appropriate strategy for delivering the longer-term improvements to the A40 that have been identified including additional dualling between Witney and Eynsham and a westbound bus lane between Eynsham park and ride and the edge of Oxford. Ensure the funding is used in a timely and effective manner. The IDP identifies the potential provision of a park and ride site at Eynsham which could come forward as part of a package of improvement measures.</td>
</tr>
<tr>
<td><strong>9.5.47</strong></td>
<td>We will also work with the County Council to consider what measures could be introduced to reduce the impact of HGV traffic at Woodstock.</td>
</tr>
<tr>
<td><strong>9.5.48</strong></td>
<td>In terms of public transport we will work with rail providers and other relevant parties to consider any necessary enhancements to stations and station facilities including car parking availability. A key priority is Hanborough Station as this is expected to play a key, supporting role in relation to the development of the Garden Village with the potential for excellent bus, pedestrian and cycle connectivity between the two. We</td>
</tr>
</tbody>
</table>

Updated to reflect the proposed allocation of the garden village north of the A40 near Eynsham which it is anticipated will include a 1,000 space park and ride alongside other strategic highway improvements including new bus lanes.

The text has also been amended to more clearly highlight the role expected to be played by Hanborough Station and the importance of providing effective links with the proposed garden village and improved station facilities.
anticipate Hanborough Station developing into a highly effective transport hub, coupled with improved vehicular access, parking capacity and station facilities and will work with relevant partners to help deliver this aspiration. With regard to bus services we will seek to ensure that the coverage, frequency and speed of bus services within this sub-area is maximised. The County Council has aspirations to upgrade existing bus stops, enhance frequencies, improve journey times and where appropriate, we will seek public transport improvements from new development either directly or through a financial contribution. The bus route from Woodstock to Burford through Long Hanborough and Witney will be promoted, to provide better access to key tourist destinations and the national rail network.

**MAIN181**

<table>
<thead>
<tr>
<th>Paragraph 9.5.67 and Figure 9.16a – Blenheim Palace WHS Key Views</th>
</tr>
</thead>
<tbody>
<tr>
<td>Insert additional text as follows:</td>
</tr>
<tr>
<td>9.5.67 There are, however, a number of places from where there are important views both into and from Blenheim Palace. These are identified in the Management Plan and reproduced at Figure 9.16a below. The setting of the site will be protected through Policy EW1 (see below) and also through other designations: Cotswolds Area of Outstanding Natural Beauty, Ancient Woodland, Oxford Green Belt and Conservation Areas at Woodstock and Bladon.</td>
</tr>
<tr>
<td>New plan inserted showing key views into and from Blenheim Palace WHS.</td>
</tr>
</tbody>
</table>

**MAIN182**

<table>
<thead>
<tr>
<th>Policy EW1 – Blenheim World Heritage Site</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amend text as follows:</td>
</tr>
<tr>
<td><strong>Policy EW1 – Blenheim World Heritage Site</strong></td>
</tr>
<tr>
<td>The exceptional cultural significance (Outstanding Universal Value) of the Blenheim World Heritage Site will be protected, promoted and conserved for current and future generations.</td>
</tr>
<tr>
<td>Accordingly, proposals which conserve and enhance the attributes and components that comprise the Outstanding Universal Value of the Site, as identified in the Statement of Outstanding Universal Value Statement and in line with the Blenheim Palace World</td>
</tr>
</tbody>
</table>

To more clearly recognise and identify key views of relevance to the Blenheim Palace WHS.

To strengthen the policy and ensure consistency with the NPPF.
Heritage Site Management Plan, will be supported.

In accordance with the National Planning Policy Framework, great weight will be given to the conservation of the World Heritage Site and any harm or loss to its significance will require clear and convincing justification. Development proposals that would lead to substantial harm to or loss of those attributes and components of the Site will be unacceptable, unless it can be demonstrated that any such harm or loss is necessary to achieve substantial public benefit that outweigh that harm or loss. Such harm will be wholly exceptional. Where development proposals would lead to less than substantial harm to those attributes and components, that harm will be weighed against the public benefits of the proposals.

When assessing the impact of a proposed development on the Outstanding Universal Value, great weight will be given to the conservation and enhancement of the Outstanding Universal Value and to the integrity and authenticity of the World Heritage Site.

Consideration of impact will be made of proposals within, or potentially affecting, the World Heritage Site and its setting, including areas identified as being of special importance for the preservation of long distance views to and/or from the Site (as shown on the Blenheim Palace Management Plan). Particular regard will be given to the design quality of the proposal (including scale, form and massing), its relationship to context (including topography, built form, views, vistas and effect on the skyline) and the implications of the cumulative effect of changes.

By helping to sustain and enhance the significance of the World Heritage Site, the Blenheim Palace Management Plan is a material consideration in assessing development proposals. Proposals relating to the World Heritage Site should seek to support the aims and objectives of the Management Plan.
Amend and insert additional text as follows:

Policy EW2 – Eynsham – Woodstock Sub-Area Strategy

The focus of new development will be Eynsham, Long Hanborough and Woodstock.

The focus of new development will be Eynsham, Woodstock and the West Oxfordshire Garden Village.

Development in these rural service centres will be of an appropriate scale and type that would help to reinforce/create the existing service centre role. Development elsewhere will be limited to meeting local housing, community and business needs and will be steered towards the larger villages.

Proposals for development in the sub-area should be consistent with the strategy which includes:
- delivery of about 1,600 to 5,550 new homes to include affordable housing and homes designed to meet a range of different needs including older people. This will include the provision of 2,800 homes to meet West Oxfordshire’s housing needs and a further 2,750 (from 2021 – 2031) homes to meet the needs of Oxford City.
- a Strategic Development Area (SDA) of around 2,200 homes to the north of the A40 near Eynsham to be delivered in the form of a new Garden Village (see Policy EW1a).
- a Strategic Development Area (SDA) of around 1,000 homes to the west of Eynsham (see Policy EW1b)
- a non-strategic housing allocation of 300 homes on land east of Woodstock (see Policy EW1c)
- a non-strategic housing allocation of 120 homes on land north of Hill Rise, Woodstock (see Policy EW1d)
- a non-strategic housing allocation of 250 homes on land north of...
**Banbury Road, Woodstock (see Policy EW1e)**
- a non-strategic housing allocation of 50 homes on land at Myrtle Farm, Long Hanborough (see Policy EW1f)
- a non-strategic housing allocation of 25 homes on land at Oliver’s Garage, Long Hanborough (see Policy EW1g)
- a non-strategic housing allocation of 50 homes on the former Stanton Harcourt Airfield (see Policy EW1h)

- provision of additional business land focused primarily on the rural service centres with a particular focus on Eynsham to help meet future requirements and capitalise on the proximity of this sub-area to Oxford and the Oxfordshire ‘knowledge spine’. This will include the provision of a new campus-style science park of around 40 ha to be delivered as an integral part of the West Oxfordshire Garden Village.

- support for rural employment opportunities including sustainable tourism and rural diversification.

- seeking to alleviate traffic congestion issues on the A40 including through the provision of a new park and ride site at Eynsham and associated bus priority measures along the A40 as part of the Oxford Science Transit project.

- enhancing public transport and pedestrian and cycle routes and infrastructure together with managing car parking to reduce car use for short journeys. This will include a particular focus on facilitating the delivery of improvements to Hanborough Station and appropriate vehicular, pedestrian and cycle connections to the station including from the Garden Village.

- ensuring that new development makes appropriate and timely provision for necessary supporting infrastructure, including education, leisure, green infrastructure and other community
- protection of the Oxford Green Belt and Cotswolds Area of Outstanding Natural Beauty (AONB).

- **protection**, **conservation and enhancement** of historic and community assets including in particular the safeguarding of the Blenheim World Heritage Site and its setting (see Policy EW1).

- working with the highway authority, the town council and other partners to reduce the impact of through traffic in local settlements including HGV movements through Woodstock.

- seeking the retention and development of local services and community facilities throughout the sub-area including consideration of a new GP surgery for Woodstock on the site of the police station in Hensington Road.

- ensuring Woodstock Town Centre remains vibrant through resisting the loss of shops and other town centre uses, and promoting an increase in the availability and efficient use of car parking provision in appropriate locations.

- avoiding development which will increase the risk of flooding and working with partners such as the Environment Agency to deliver flood mitigation measures.

- working with the River Thames Alliance, support tourism and leisure proposals which are sensitive to and where appropriate enhance the ecological, landscape and heritage value of the River Thames.

In the Lower Windrush Valley the Council will continue to work with the Lower Windrush Valley Project and County Council as the Minerals Planning Authority to identify appropriate opportunities for tourism and leisure development. Proposals which complement the rural character of the area will be supported and where possible deliver comprehensive long term recreational access, community or
Amend and insert additional text as follows:

**Scope for Further Expansion**

9.6.25 Although it is environmentally sensitive, this area has good transport links and a range of existing infrastructure which meets primarily local needs. It is appropriate therefore that some future growth takes place here. However, it must be recognised that opportunities for development are relatively limited and the planned scale of growth therefore needs to be appropriate.

9.6.26 In Burford, the Town Council is keen to see an increase in the housing stock to provide some affordable housing to enable younger families to live in the town, secure the future of the primary school and increase the supply of key workers. Whilst there is some scope to provide additional dwellings within the built up area, the setting of the listed buildings and conservation area is a key sensitivity, limiting large scale intensification. There are no large previously developed sites in need of redevelopment. The development potential of land surrounding Burford is heavily constrained by the sensitivity of the landscape although there is scope for an extension of the built-up area to the east. The development potential of land surrounding Burford is heavily constrained by the sensitivity of the landscape although there may be some scope for a small scale extension of the built-up area.

9.6.27 At Charlbury, capacity for further housing within the town is also limited. There are no large previously developed sites and the historic core forms a tight settlement with little potential for new housing, even on small sites. Even within the post-war housing estates, there are few possibilities for intensification of development. The sensitivity of Charlbury’s strong landscape and environmental setting mean that significant development on the fringes of the town is unlikely to be acceptable although there is some scope for additional development at Charlbury as well as the Wychwoods and Stonesfield of an appropriate nature conservation benefits.
The sensitivity of Charlbury’s strong landscape and environmental setting mean that significant development on the fringes of the town is unlikely to be acceptable. There is some scope for additional development at the Wychwoods and Stonesfield of an appropriate scale and type.

Amend text as follows:

**Housing**

9.6.30 In accordance with the overall strategy, additional housing development in this sub-area will be focused primarily at Burford and Charlbury as designated rural service centres although given the relatively limited capacity of these settlements, some development is likely to be necessary in the larger villages.

9.6.31 The indicative housing requirement for this sub-area is 800 homes in the period 2011 – 2031. It is anticipated that this will be met through a combination of homes already completed, existing commitments, sites identified in the Council’s SHLAA and windfall development. No sites are proposed to be allocated through the Local Plan at this stage. This is summarised in the table below. The indicative housing requirement for this sub-area is 1,000 homes in the period 2011 – 2031. It is anticipated that this will be met through a combination of homes already completed, existing commitments, allocated sites and windfall development. This is summarised in the table below.

To provide an update on anticipated housing delivery within the Burford - Charlbury sub-area to 2031.

### Table 9.5 – Anticipated Housing Delivery in the Burford-Charlbury Sub-Area

<table>
<thead>
<tr>
<th>Burford - Charlbury sub-area indicative housing requirement</th>
<th>800</th>
</tr>
</thead>
<tbody>
<tr>
<td>Homes already completed (2011 – 2014)</td>
<td>132</td>
</tr>
</tbody>
</table>
Existing planning commitments as of 1st February 2015 including:
- Rural exception sites (5)
- Other permissions (184)

<table>
<thead>
<tr>
<th>Identified SHLAA capacity</th>
<th>84</th>
</tr>
</thead>
<tbody>
<tr>
<td>Windfall allowance (25 per year 2015 – 2031)</td>
<td>400</td>
</tr>
<tr>
<td>Total</td>
<td>805</td>
</tr>
</tbody>
</table>

Table 9.5 – Anticipated Housing Delivery in the Burford - Charlbury Sub-Area

<table>
<thead>
<tr>
<th>Burford - Charlbury sub-area indicative housing requirement</th>
<th>1,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Homes already completed (2011 – 2016)</td>
<td>207</td>
</tr>
<tr>
<td>Existing large planning commitments as of 1st September 2016 (10 or more units) including:</td>
<td>195</td>
</tr>
</tbody>
</table>
  - Land south of Church Street, Kingham (16)
  - Charity Farm, Woodstock Road, Stonesfield (37)
  - Land east of Farley Corner, |
<table>
<thead>
<tr>
<th>Location</th>
<th>Number of Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Farley Lane, Stonesfield (13)</td>
<td></td>
</tr>
<tr>
<td>- New Road, Kingham (10)</td>
<td></td>
</tr>
<tr>
<td>- Land north of Little Lees, Charlbury (22)</td>
<td></td>
</tr>
<tr>
<td>- Rushy Bank, Charlbury (25)</td>
<td></td>
</tr>
<tr>
<td>- Land south of High Street, Milton under Wychwood (62)</td>
<td></td>
</tr>
<tr>
<td>- The Old Brewery, Priory Lane, Burford (10)</td>
<td></td>
</tr>
<tr>
<td>Existing small planning commitments as of 1st September 2016 (less than 10 units)</td>
<td>122</td>
</tr>
<tr>
<td>Land north of Woodstock Road, Stonesfield</td>
<td>50</td>
</tr>
<tr>
<td>Land east of Burford</td>
<td>85</td>
</tr>
<tr>
<td>Land north of Jeffersons Piece, Charlbury</td>
<td>40</td>
</tr>
<tr>
<td>Land south of Milton Road, Shipton under Wychwood</td>
<td>44</td>
</tr>
<tr>
<td>Anticipated windfall (2016 – 2031)</td>
<td>283</td>
</tr>
<tr>
<td>Total</td>
<td>1,026</td>
</tr>
</tbody>
</table>
Amend text as follows:

**Past completions, existing commitments, SHLAA sites and windfall**

9.6.32 In the first three years of the plan period (2011 – 2014) a total of 132 homes have already been completed in the Burford - Charlbury sub-area. As of 1st February 2015, a further 189 homes already benefit from planning permission or resolution to grant permission subject to Section 106. In the first five years of the plan period (2011 – 2016) a total of 207 homes have already been completed in the Burford - Charlbury sub-area. As of 1st September 2016, a further 317 homes already benefit from planning permission or resolution to grant permission subject to Section 106. This comprises 195 units on larger sites of 10 or more dwellings and 122 on smaller sites of less than 10.

9.6.33 In addition, the Council’s SHLAA (June 2014) has identified capacity for around 84 new homes. These are assessed in detail in the SHLAA (available separately) and include the following:

- Tanners Lane, Burford
- Burford Cottage Hospital
- Land south of Sheep Street, Burford
- South of Milton Road, Shipton U Wychwood

9.6.34 It is also considered appropriate to include a ‘windfall’ allowance to cater for unidentified sites that are likely to come forward for housing over the period of the Local Plan. Based on past evidence, a reasonable estimate is that such schemes would provide 25 homes per year within the Burford – Charlbury sub-area over the remaining period of the Local Plan (2015 – 2031) thereby providing an additional 400 new homes. It is also considered appropriate to include a ‘windfall’ allowance to cater for unidentified sites that are likely to come forward for housing over the period of the Local Plan. Based on past evidence of historic rates of windfall delivery by sub-area, it is reasonable to expect delivery of at least 283 units from unidentified windfall sites in the

Factual update on past completions and existing commitments. Anticipated windfall is based on past trends by sub-area.

Reference to SHLAA sites has been deleted as these have no statutory status in planning terms.
### Non-Strategic Housing Allocations

**9.6.34a** In order to help meet identified housing needs four non-strategic site allocations are proposed in the Burford - Charlbury sub-area. These include:

- Land north of Woodstock Road, Stonesfield (50 homes)
- Land east of Burford (85 homes)
- Land north of Jeffersons Piece, Charlbury (40 homes)
- Land south of Milton Road, Shipton under Wychwood (44 homes)

To identify a number of new proposed ‘non-strategic’ allocations which have been identified in the Burford - Charlbury sub-area to help meet identified housing needs.

### Land north of Woodstock Road, Stonesfield (50 homes)

**9.6.34b** This is a greenfield site on the eastern edge of Stonesfield immediately to the north of the Woodstock Road. It abuts existing residential development to the west, sports pitches, tennis courts and a detached property/farm buildings to the north with open countryside to the east. To the south is a linear strip of development with a residential scheme currently under construction to the south (Charity Farm). The site is currently in agricultural (arable) use but has been put forward for residential development through the Council’s Strategic Housing and Employment Land Availability Assessment (SHELAA).

**9.6.34c** The site is relatively flat although slopes gently upwards to the north. Vehicular access can be achieved directly from the Woodstock Road. Pedestrian and cycle connections could be provided at numerous points including to provide access to the sports pitches to the north.

**9.6.34d** Whilst a development of the scale proposed (50 homes) on an edge of settlement site such as this would clearly have a degree of impact, the site is not affected by any major physical or policy constraints other...

To provide a factual description of the proposed site allocation on land north of Woodstock Road, Stonesfield including the relevant constraints that apply as well as the rationale underpinning the proposed allocation.
than the fact that it lies within the Cotswolds Area of Outstanding Natural Beauty (AONB). In this respect, national policy (the NPPF) states that ‘great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty’. It goes on to state that planning permission should be refused for major developments in these designated areas except in exceptional circumstances and where it can be demonstrated they are in the public interest.

9.6.34e Consideration of such applications should include an assessment of:

- the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy;
- the cost of, and scope for, developing elsewhere outside the designated area, or meeting the need for it in some other way; and
- any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.

9.6.34f In terms of the need for the development, the provision of 50 new homes on this site would make a significant contribution towards meeting identified housing needs in West Oxfordshire. There would also be some benefit to the local economy during the construction phase.

9.6.34g In terms of the scope for developing elsewhere, the Burford – Charlbury sub-area is washed over by a significant proportion of AONB designation. This in itself means that to meet future housing requirements, some development within the AONB will be necessary. Stonesfield falls entirely within the AONB and as such any development within or on the edge of the village will need to be judged against the national policy considerations outlined above.

9.6.34h In terms of any detrimental effect, it is considered that the site is
suitable for development and can be brought forward without undue harm subject to proper consideration of any sensitivities including in particular landscape impact. The site is not prone to flooding, lies outside the Conservation Area and is not subject to any specific environmental constraints. In terms of recreational opportunities the development also provides an opportunity to increase the extent of the open space that currently exist to the north of the site, thereby providing a significant benefit to new and existing residents. The proposed site allocation is shown in Figure 9.17a below.

9.6.34i In light of the lack of physical and policy constraints to development the site is allocated for the provision of around 50 homes together with an expansion of the existing open space to the north of the site.

<table>
<thead>
<tr>
<th>MAIN189</th>
<th>Figure 9.17a – Land north of Woodstock Road, Stonesfield</th>
<th>New plan inserted showing boundary of proposed site allocation.</th>
<th>To illustrate the proposed extent of the housing allocation on land north of Woodstock Road, Stonesfield.</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAIN190</td>
<td>Policy BC1a – Land north of Woodstock Road, Stonesfield</td>
<td>Insert new policy as follows:</td>
<td>To reflect the proposed allocation of the site for 50 homes and to establish the criteria against which any development proposals will be considered.</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Policy BC1a – Land north of Woodstock Road, Stonesfield (50 homes)</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Land to the north of Woodstock Road, Stonesfield to accommodate around 50 dwellings as a well-integrated and logical extension of the existing built form of the town.</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Proposals for development should be consistent with the following:</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>a) provision of a mix of house types and tenures including affordable housing in accordance with Policy H3 – Affordable Housing</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>b) provision of satisfactory vehicular access and appropriate</td>
<td></td>
</tr>
</tbody>
</table>
pedestrian and cycle connections;
c) density, layout and form of development that integrates effectively with the adjoining residential area to the west and achieves a positive improvement to the main eastern approach into Stonesfield.
d) appropriate provision of and contributions towards supporting infrastructure;
e) expansion and incorporation of the existing public open space to the north of the site.
f) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements.
g) the use of sustainable drainage methods to ensure that post-development surface water run-off rates are attenuated to achieve a reduction in greenfield run-off rates. The sustainable drainage systems should be designed to provide a biodiversity enhancement.
h) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings.

<table>
<thead>
<tr>
<th>MAIN191</th>
<th>Paragraphs 9.6.34j - 9.6.34q</th>
<th>Insert new text as follows:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>9.6.34j This is a greenfield site on the eastern edge of Burford. It is currently in agricultural (arable) use. Notably the site is surrounded on three sides by existing residential development including Orchard Rise to the north, Frethern Close/Wysdom Way to the south and Barns Lane to the west. The site sits in a fairly elevated position being on the 125m/130m AOD contour and sloping gently down towards the north east corner and the Witney Road. 9.6.34k The site is not within a designated area of flood risk and is not affected by any public rights of way or known heritage assets. It is also in close proximity to the existing residential development.</td>
<td>Land east of Burford (85 homes)</td>
</tr>
</tbody>
</table>

To provide a factual description of the proposed site allocation on land east of Burford including the relevant constraints that apply as well as the rationale underpinning the proposed allocation.
proximity to the centre of Burford with a range of services and facilities within comfortable walking distance. The popularity of Burford and the relative absence of housing delivery in recent years is likely to lead to strong demand for housing in this location. Key considerations for this site are the landscape and visual impact of development, vehicular access arrangements and the fact that the site is located within the Cotswolds AONB and Conservation Area.

9.6.3 In terms of landscape and visual impact, whilst the site comprises relatively high ground, it is relatively well-screened from wider views. Whilst views of the site can be achieved from the north east when travelling along the A361 these are relatively fleeting and it is considered that development of the site if handled carefully would read as part of the existing settlement edge rather than an incongruous and harmful extension. Any application would need to be supported by a detailed landscape and visual impact assessment and a landscape-led approach to the development would need to be achieved.

9.6.3 In terms of access there are a number of options. It is envisaged that the primary vehicular access would be taken from the north east corner onto the Witney Road. Whilst there are gradient issues to address the extent of the land ownership involved should enable an acceptable vehicular access to be achieved. If addressed imaginatively and flanked with a small number of high quality dwellings, this also presents the opportunity to provide a gateway entrance to Burford from the east. Secondary vehicular accesses may also be achieved from Frethern Close/Wysdom Way to the south and Barns Lane to the west (although the narrow nature of this route would mean a very limited number of dwellings could be served from here).

9.6.3 With regard to the fact the site is within the AONB, as outlined previously, national policy considerations must be taken into account. In this regard, the proposed development would help to meet identified housing needs and in particular would help to address the relative lack of new housing supply in Burford in recent years. It would also have a beneficial effect in terms of the local economy during the construction
9.6.3o In terms of the scope for developing elsewhere or meeting the need in another way, the majority of Burford (except land south of the A40) is washed over by the Cotswolds AONB designation. Any development within or on the edge of the town will therefore fall within the AONB and the scope for avoiding it does not exist other than south of the A40 where the Council’s assessment of land availability has been unable to find any suitable sites.

9.6.3p Finally it is considered that development of this site would not have a detrimental effect on the environment, landscape or any recreational opportunities. The site is not subject to any significant environmental constraints and is not used for recreational purposes indeed any development would provide the opportunity for an enhancement e.g. the provision of publicly accessible open space. As outlined previously, whilst landscape impact is a key consideration, it is not considered to be an insurmountable issue subject to more detailed site analysis and a landscape-led approach to any development of the site. The proposed site allocation is shown in Figure 9.17b below.

9.6.3q For the reasons outlined above, the site is considered to represent a sustainable development opportunity for Burford and is therefore allocated for the provision of around 85 new homes.

**Table:**

<table>
<thead>
<tr>
<th>MAIN192</th>
<th>Figure 9.17b – Land East of Burford</th>
<th>New plan inserted showing boundary of proposed site allocation.</th>
<th>To illustrate the proposed extent of the housing allocation on land east of Burford.</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAIN193</td>
<td>Policy BC1b – Land east of Burford</td>
<td>Insert new policy as follows:</td>
<td>To reflect the proposed allocation of the site for 85 homes and to establish the criteria against which any development proposals will be</td>
</tr>
<tr>
<td></td>
<td><strong>Policy BC1b – Land east of Burford (85 homes)</strong></td>
<td><strong>Land to the east of Burford to accommodate around 85 dwellings as a well-integrated and logical extension of the existing built form of</strong></td>
<td></td>
</tr>
</tbody>
</table>
the town.

Proposals for development should be consistent with the following:

a) provision of a mix of house types and tenures including affordable housing in accordance with Policy H3 – Affordable Housing.

b) provision of satisfactory vehicular access and appropriate pedestrian and cycle connections. Any vehicular access provided from the Witney Road will be required to contribute positively to the eastern approach into Burford providing a ‘gateway’ entrance to the town.

c) a landscape-led approach to development to ensure that new housing does not have an unacceptable landscape and visual impact and reads as part of the existing settlement in long-distance views.

d) density, layout and form of development that integrates effectively with the adjoining residential areas to the north, west and south of the site.

e) appropriate provision of and contributions towards supporting infrastructure:

f) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements.

g) the use of sustainable drainage methods to ensure that post-development surface water run-off rates are attenuated to achieve a reduction in greenfield run-off rates. The sustainable drainage systems should be designed to provide a biodiversity enhancement.

h) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings.

<table>
<thead>
<tr>
<th>MAIN194</th>
<th>Paragraphs 9.6.34r –</th>
<th>Insert new text as follows:</th>
<th>To provide a factual description of the proposed site allocation</th>
</tr>
</thead>
</table>

To provide a factual description of the proposed site allocation.
| 9.6.34w | **Land north of Jeffersons Piece, Charlbury (40 homes)**

9.6.34r This is a greenfield site of around 1.7 ha on the northern edge of Charlbury. It sits on relatively high ground (135m AOD) sloping down to the north towards a small valley. It abuts an area of existing residential development at Jeffersons Piece with open countryside to the north and two detached properties to the north east. To the east of the site are several large residential curtilages. The site is currently in use as a paddock with access achievable via a private road (Hundley Way) although this may not be suitable for a significant increase in vehicle movements. There is however the potential to achieve vehicular access into Jeffersons Piece subject to the redevelopment/relocation of an existing set of single storey garages.

9.6.34s Whilst access is an important consideration the site is not considered to have any significant physical constraints. It is not within an area of designated flood risk, is not affected by any public rights of way and is well-screened from wider views despite the relatively elevated location. Furthermore, the site has been promoted for development and of the various options considered at Charlbury this site is considered to be the most suitable.

9.6.34t In terms of policy constraints, the site is within the Cotswold AONB and is also within the Charlbury Conservation Area. These are important considerations but not preclude the possibility of development. In terms of the AONB, as major development a scheme of 40 new homes in this location would need to satisfy the tests set out in national policy. In this regard the development would make a useful contribution towards meeting identified housing needs in a sustainable location with access by rail. There would also be some modest economic benefits as a result of the construction of the new housing.

9.6.34u As is the case with Burford and Stonesfield, Charlbury is washed over by the AONB so there is no scope to provide alternative sites within or on the edge of the village outside the AONB. This site has been deemed to be the most suitable of the various options considered at

|  |  |  | on land north of Jeffersons Piece, Charlbury including the relevant constraints that apply as well as the rationale underpinning the proposed allocation. |
Charlbury through the Council’s housing land availability assessment. The development of this site will have no detrimental impact on the environment, landscape or recreational opportunities. The site has no significant environmental constraints and is well-screened from wider views. The most discernible impact would be from those walking along the adjacent public right of way but beyond that any development would read as part of the existing settlement.

9.6.34v With regard to the Conservation Area, a careful design-led approach will be required to ensure that any development of this site preserves or enhances the character of the area. Given the presence of the existing relatively modern development to the south this should be entirely achievable indeed the potential redevelopment/removal of the existing single-storey garages is likely to have a positive impact. The proposed site allocation is shown in Figure 9.17c below.

9.6.34w For the reasons outlined above, the site is considered to represent a sustainable development opportunity for Charlbury and is therefore allocated for the provision of around 40 new homes.

<table>
<thead>
<tr>
<th>MAIN195</th>
<th>Figure 9.17c – Land north of Jeffersons Piece, Charlbury</th>
<th>New plan inserted showing boundary of proposed site allocation.</th>
<th>To illustrate the proposed extent of the housing allocation on land north of Jeffersons Piece, Charlbury.</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAIN196</td>
<td>Policy BC1c – Land north of Jeffersons Piece, Charlbury</td>
<td>Insert new policy as follows:</td>
<td>To reflect the proposed allocation of the site for 40 homes and to establish the criteria against which any development proposals will be considered.</td>
</tr>
</tbody>
</table>

\[Policy \text{BC1c} \text{ – Land north of Jeffersons Piece, Charlbury (40 homes)}\]

Land north of Jeffersons Piece, Charlbury to accommodate around 40 dwellings as a well-integrated and logical extension of the existing built form of the village.

Proposals for development should be consistent with the following:

a) provision of a mix of house types and tenures including affordable
housing in accordance with Policy H3 – Affordable Housing.
b) provision of satisfactory vehicular access and appropriate pedestrian and cycle connections.
c) density, layout and form of development that integrates effectively with the adjoining residential area to the south of the site.
d) design-led approach to ensure that any development of this site preserves or enhances the character of the Conservation Area.
e) retention of existing mature vegetation along site boundaries to ensure effective screening from the adjoining public right of way and in longer-distance views.
f) appropriate provision of and contributions towards supporting infrastructure:
g) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements.
h) the use of sustainable drainage methods to ensure that post-development surface water run-off rates are attenuated to achieve a reduction in greenfield run-off rates. The sustainable drainage systems should be designed to provide a biodiversity enhancement.
i) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings.

To provide a factual description of the proposed site allocation on land south of Milton Road, Shipton under Wychwood, including the relevant constraints that apply as well as the rationale underpinning the

**Land south of Milton Road, Shipton under Wychwood (44 homes)**

9.6.34x This is a greenfield site of around 3.3 ha on the western edge of Shipton under Wychwood. It is a characteristic L-shape and comprises pasture. The site is generally level although slopes down to the west in the

**MAIN197**

Paragraphs 9.6.34x - 9.6.35d

Insert new text as follows:
<table>
<thead>
<tr>
<th></th>
<th>central portion. Notably the site wraps around Wychwood Primary School which adjoins the site to the north. To the east of the site is a small but well-occupied business centre including light industrial uses, a nursery school and offices. To the south and west is open countryside.</th>
</tr>
</thead>
<tbody>
<tr>
<td>9.6.34y</td>
<td>The site has no significant physical constraints to development. It is not within an area of designated flood risk, vehicular access can be achieved direct from the Milton Road and the site is suitable for development in terms of topography. As a Greenfield site in an edge of settlement location development of this site will inevitably have a degree of landscape and visual impact but the site is relatively low-lying with few views from public vantage points and only glimpsed views from the Milton Road through existing vegetation.</td>
</tr>
<tr>
<td>9.6.34z</td>
<td>In terms of policy constraints the site is located within the Conservation Area and also within the Cotswolds AONB. The development of the site would make a useful contribution towards meeting identified housing needs and also provides the opportunity to create additional car parking for the adjacent school thereby creating a public benefit as well as some economic gains during the construction phase.</td>
</tr>
<tr>
<td>9.6.35a</td>
<td>As is the case with Burford, Stonesfield and Charlbury, Shipton under Wychwood is washed over by the AONB so there is no scope to provide alternative sites within or on the edge of the village outside the AONB. This site has been deemed to be suitable in principle for residential development through the Council's housing land availability assessment and is also the subject of a current planning application.</td>
</tr>
<tr>
<td>9.6.35b</td>
<td>The development of this site will have no detrimental impact on the environment, landscape or recreational opportunities. The site has no significant environmental constraints and is well-screened from wider views. Where views are achievable, the development would read as part of the existing settlement in the context of surrounding modern buildings.</td>
</tr>
<tr>
<td>9.6.35c</td>
<td>With regard to the Conservation Area, a careful design-led approach proposed allocation.</td>
</tr>
</tbody>
</table>
will be required to ensure that any development of this site preserves or enhances the character of the area although it is notable that parts of Milton Road are characterised by some modern elements. The proposed site allocation is shown in Figure 9.17d below.

9.6.35d For the reasons outlined above, the site is considered to represent a sustainable development opportunity for Shipton under Wychwood and is therefore allocated for the provision of around 44 new homes.

<table>
<thead>
<tr>
<th>MAIN198</th>
<th><strong>Figure 9.17d – Land south of Milton Road, Shipton under Wychwood</strong></th>
<th>New plan inserted showing boundary of proposed site allocation.</th>
<th>To illustrate the proposed extent of the housing allocation on land south of Milton Road, Shipton under Wychwood.</th>
</tr>
</thead>
</table>
| MAIN199 | **Policy BC1d – Land south of Milton Road, Shipton under Wychwood** | Insert new policy as follows:  

_Policy BC1d – Land south of Milton Road, Shipton under Wychwood (44 homes)_  
_Land south of Milton Road, Shipton under Wychwood to accommodate around 44 dwellings as a well-integrated and logical extension of the existing built form of the village._  
_Proposals for development should be consistent with the following:  
a) provision of a mix of house types and tenures including affordable housing in accordance with Policy H3 – Affordable Housing._  
b) provision of satisfactory vehicular access and appropriate pedestrian and cycle connections._  
c) appropriate provision of and contributions towards supporting infrastructure including consideration of the potential scope to provide additional parking for the adjoining primary school._  
d) regard to be had to the compatibility of the adjoining employment._ | To reflect the proposed allocation of the site for 44 homes and to establish the criteria against which any development proposals will be considered. |
use.
e) density, layout and form of development that optimises the use of the irregular site boundary.
f) design-led approach to ensure that any development of this site preserves or enhances the character of the Conservation Area.
g) retention of existing mature vegetation along site boundaries to ensure effective screening from longer-distance views.
h) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements.
i) the use of sustainable drainage methods to ensure that post-development surface water run-off rates are attenuated to achieve a reduction in greenfield run-off rates. The sustainable drainage systems should be designed to provide a biodiversity enhancement.
j) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings.

<table>
<thead>
<tr>
<th>MAIN200</th>
<th>Policy BC1 – Burford – Charlbury Sub-Area Strategy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amend and insert additional text as follows:</td>
<td>To reflect the proposed increase in the housing requirement for this sub-area and the proposed allocation of a number of non-strategic housing allocations to help meet identified housing needs.</td>
</tr>
<tr>
<td><strong>Policy BC1 – Burford – Charlbury Sub-Area Strategy</strong></td>
<td></td>
</tr>
<tr>
<td>The focus of new development will be Burford and Charlbury.</td>
<td></td>
</tr>
<tr>
<td>Development in these rural service centres will be of an appropriate scale and type that would help to reinforce the existing service centre role. Development elsewhere will be limited to meeting local housing, community and business needs and will be steered towards the larger villages</td>
<td></td>
</tr>
<tr>
<td>Proposals for development in the sub-area should be consistent with the strategy which includes:</td>
<td></td>
</tr>
</tbody>
</table>
- delivery of about 800-1,000 new homes to include affordable housing and homes designed to meet a range of different needs including older people.
- a non-strategic housing allocation of 50 homes on land north of Woodstock Road, Stonesfield (see Policy BC1a)
- a non-strategic housing allocation of 85 homes on land east of Burford (see Policy BC1b)
- a non-strategic housing allocation of 40 homes on land north of Jeffersons Piece, Charlbury (see Policy BC1c)
- a non-strategic housing allocation of 44 homes on land south of Milton Road, Shipton under Wychwood (see Policy BC1d)
- protection of the Cotswolds Area of Outstanding Natural Beauty (AONB)
- protection and enhancement of the historic environment and heritage assets
- protection and enhancement of the Upper Windrush Valley and Wychwood Project Area
- enhancing public transport and pedestrian and cycle routes and infrastructure together with managing car parking to reduce car use for short journeys
- avoiding development which will increase the risk of flooding and working with partners such as the Environment Agency to deliver flood mitigation measures
- support for additional small-scale employment opportunities including sustainable tourism and rural diversification
- Ensuring development has access to superfast broadband to facilitate home-working
- seeking the retention and development of local services and
community facilities throughout the sub-area and ensuring Burford Town Centre remains vibrant through resisting the loss of shops and other town centre uses, and promoting an increase in the availability and efficient use of parking provision in appropriate locations
- ensuring that new development makes appropriate and timely provision for necessary supporting infrastructure, including education, leisure, green infrastructure and other community facilities

The Council will work in partnership with Oxfordshire County Council to consider appropriate measures to mitigate the impact of HGV traffic on Burford.

<table>
<thead>
<tr>
<th>Modification Number</th>
<th>Paragraph/Policy</th>
<th>Proposed modification</th>
<th>Reason</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAIN201</td>
<td>Appendix 2- Housing Trajectory</td>
<td>Updated to reflect increased housing requirement and additional information provided to illustrate the assumptions underpinning the trajectory.</td>
<td>To reflect the proposed increase in the overall housing requirement to 15,950 and to provide additional clarification in terms of how this will be met over the plan period.</td>
</tr>
<tr>
<td>MAIN202</td>
<td>Appendix 3 - Local Plan Delivery and Monitoring Framework</td>
<td><strong>Policy OS2 – Locating Development in the Right Places</strong>&lt;br&gt;<strong>Delivery mechanism/s</strong>&lt;br&gt;- Local Plan&lt;br&gt;- Development management&lt;br&gt;- Strategic Site allocations at Witney, Carterton and Chipping Norton</td>
<td>To reflect the fact that both strategic and non-strategic site allocations are now proposed as a result of the suggested plan changes.</td>
</tr>
</tbody>
</table>
| MAIN203 | Appendix 3 - Local Plan Delivery and Monitoring Framework | **Policy OS3 – Prudent Use of Natural Resources**  
**Indicators**  
- Percentage car use  
- Residual household waste per household  
- Percentage of household waste sent for re-use, recycling and composting  
- Proportion of development taking place on previously developed land  
- Average density of development  
- Percentage of developments allowed in Flood Zones 2 and 3  
- Air quality  
- Compliance with sustainable construction requirements (to be addressed through building regulations)  
  - Proportion of new residential development achieving the optional building regulation requirement for water efficiency  
**Target/s**  
Recycle or compost at least 65% of household waste by March 2020  
Recycle or compost at least 70% of household waste by March 2025  
To reflect the proposed change to Policy OS3 which requires new residential development to achieve the optional building regulation on water efficiency. |  |
| MAIN204 | Appendix 3 - Local Plan Delivery and Monitoring | **Policy H1 – Amount and Distribution of Housing**  
**Delivery mechanism/s**  
To reflect the fact that both strategic and non-strategic site allocations are now proposed as |
| Framework | - Local Plan including strategic site allocations  
- Area Action Plan for West Oxfordshire Garden Village  
- Annual monitoring including 5-year housing supply  
- Development management  
- Neighbourhood Plans  
- SHELAA  
- Unidentified/windfall sites  

**Indicators**  
- Residential Permissions / completions (district) (Measured against $25,660 homes per year target plus additional provision for Oxford City unmet housing need)  
- Proportion of target (District)  
- Residential completions by sub-area  
- Proportion of target by sub-area  
- 5 year housing land supply  

**Timescale & Comment**  
Additional housing requirement to address Oxford’s unmet housing needs to apply in the period 2021 – 2031.  
An early review of the policy may be needed to take account of any ‘unmet’ housing need from Oxford City that is apportioned to West Oxfordshire through joint working being co-ordinated by the Oxfordshire Growth Board.  

**Target/s**  
Housing delivery rate to be measured against District wide target of $25,660 dwellings per annum  

- a result of the suggested plan changes.  
- To reflect the fact that the Council proposes to prepare an Area Action Plan in relation to the proposed garden village.  
- To reflect the fact that the SHLAA now has an employment element and has become a SHELAA (Strategic Housing and Economic Land Availability Assessment)  
- To reflect the proposed increase in the housing requirement and the incorporation of additional housing to meet Oxford City’s unmet housing needs in the period 2021 – 2031.  
- To reflect the fact that an early plan review is no longer proposed.
### Appendix 3 - Local Plan Delivery and Monitoring Framework

<table>
<thead>
<tr>
<th>MAIN205</th>
<th>Policy H2 – Delivery of New Homes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Delivery mechanism/s</td>
<td></td>
</tr>
<tr>
<td>- Local Plan policies including strategic allocations</td>
<td></td>
</tr>
<tr>
<td>- Development Management</td>
<td></td>
</tr>
<tr>
<td>- Neighbourhood Plans</td>
<td></td>
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<tr>
<td>- SHLAA</td>
<td></td>
</tr>
<tr>
<td>- Unidentified/windfall sites</td>
<td></td>
</tr>
<tr>
<td>- Site-specific planning briefs</td>
<td></td>
</tr>
<tr>
<td>Timescale &amp; Comment</td>
<td></td>
</tr>
<tr>
<td>To be applied on an ongoing basis and subject to annual monitoring review.</td>
<td></td>
</tr>
<tr>
<td>Additional housing requirement to address Oxford’s unmet housing needs to apply in the period 2021 – 2031.</td>
<td></td>
</tr>
</tbody>
</table>

An early review of the policy may be needed to take account of any ‘unmet’ housing need from Oxford City that is apportioned to West Oxfordshire through joint working being co-ordinated by the Oxfordshire Growth Board.

| Target/s |
| Housing delivery rate to be measured against District wide target of 525-660 dwellings per annum and proportionately broken down by sub area. |
| Additional housing requirement to address Oxford’s unmet housing needs to apply in the period 2021 – 2031. |

### Appendix 3 - Local Plan Delivery and Monitoring Framework

<table>
<thead>
<tr>
<th>MAIN206</th>
<th>Policy H4 – Type and Mix of New Homes</th>
</tr>
</thead>
<tbody>
<tr>
<td>To reflect the fact that both</td>
<td></td>
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</tbody>
</table>

To reflect the fact that the Council is proposing to prepare planning briefs for its proposed non-strategic housing allocations.

Also to reflect the proposed increase in the housing requirement and the incorporation of additional housing to meet Oxford City’s needs.
<table>
<thead>
<tr>
<th>Plan Delivery and Monitoring Framework</th>
<th><strong>Delivery mechanism/s</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>- Development management</td>
</tr>
<tr>
<td></td>
<td>- Strategic allocations at Witney, Carterton and Chipping Norton Site allocations</td>
</tr>
<tr>
<td></td>
<td>- Site-specific planning briefs</td>
</tr>
<tr>
<td></td>
<td>- Neighbourhood Plans</td>
</tr>
<tr>
<td></td>
<td>- Unidentified windfall sites</td>
</tr>
<tr>
<td><strong>Indicators</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Proportion of residential permissions by type and tenure by sub-area</td>
</tr>
<tr>
<td></td>
<td>- Proportion of residential completions by type and tenure by sub-area</td>
</tr>
<tr>
<td></td>
<td>- Overall housing stock by type</td>
</tr>
<tr>
<td></td>
<td>- Proportion of homes built to accessible and adaptable housing standards</td>
</tr>
<tr>
<td></td>
<td>- Proportion of new homes built as wheelchair adaptable dwellings</td>
</tr>
<tr>
<td></td>
<td><strong>Proporiton of new homes built as wheelchair accessible dwellings</strong></td>
</tr>
<tr>
<td><strong>Target/s</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>To secure at least 25% of market and affordable housing on schemes of <strong>11-50</strong> or more homes as accessible and adaptable housing.</td>
</tr>
<tr>
<td></td>
<td>To secure at least 5% of homes on schemes of <strong>11-50</strong> or more dwellings as wheelchair adaptable dwellings.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MAIN207</th>
<th><strong>Appendix 3 - Local Plan Delivery and Monitoring Framework</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Policy H5 – Custom and Self Build Housing</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Delivery mechanism/s</strong></td>
</tr>
<tr>
<td></td>
<td>- Development management</td>
</tr>
<tr>
<td></td>
<td>- Self build register</td>
</tr>
</tbody>
</table>

To reflect the fact that both strategic and non-strategic site allocations are now proposed as a result of the suggested plan changes.
| MAIN208 | Appendix 3 - Local Plan Delivery and Monitoring Framework | - Self-build schemes  
- Strategic allocations  
- Use of commuted sums including potential acquisition of land  
- Self-build design code | To highlight the Council’s proposed intention to produce a self-build design code. |
| --- | --- | --- | --- |
|  | Policy H7 – Travelling Communities  
**Delivery mechanism/s**  
- Local Plan allocations (to be addressed through early plan review)  
- Expansion/intensification of existing sites  
- Area Action Plan (AAP) for West Oxfordshire Garden Village  
- Development management  
- Partnership working to identify sites  
**Indicators**  
- Total number of pitches/plots  
- Total number of permissions per annum  
- Proportion of permissions on allocated and unallocated sites  
- Level of identified need  
- 5-year housing land supply  
**Timescale & Comment**  
To be applied on an ongoing basis and subject to annual monitoring review.  
The criteria-based policy will be applied until the Council is in a position to identify potential sites. | To reflect the fact that an early review of the Local Plan is no longer proposed and to provide further detail of the mechanisms through which additional provision for travelling communities will be made.  
To also reflect the latest position regarding the level of accommodation needed. |
| MAIN209 | Appendix 3 - Local Plan Delivery and Monitoring Framework | **Target/s**  
20-19 additional pitches for gypsies and travellers to be delivered by 2029-2031.  
27-5 additional plots for travelling showpeople to be delivered by 2029-2031. |
| --- | --- | --- |
| **Policy H8 – Land at Cuckoowood Farm, Freeland** | **Delivery mechanism/s**  
- Site allocation  
- Development management  
**Delivery Partners**  
- WODC  
- Landowner  
**Indicators**  
of plots available  
- 5 year housing land supply  
**Timescale & Comment**  
- Policy assumes the provision of 3 plots by 2021 and a further 3 plots beyond 2021  
**Target/s**  
- Overall requirement for 5 additional plots in the period to 2031. |
| MAIN210 | Appendix 3 - Local Plan Delivery and Monitoring Framework | **Policy E1 – Land for Employment**  
**Delivery mechanism/s**  
- Development management  
- Strategic allocations  
**Site allocations**  
To reflect the fact that both strategic and non-strategic site allocations are now proposed as a result of the suggested plan changes. |

New monitoring framework to reflect the proposed site allocation and explain how and when it will be delivered and monitored.
| MAIN211 | Appendix 3 - Local Plan Delivery and Monitoring Framework | - Neighbourhood Plans  
- Strategic Housing and Employment Land Availability Assessment  
- Area Action Plan (AAP) for West Oxfordshire Garden Village  
**Timescale & Comment**  
To be applied on an ongoing basis and subject to annual review. The employment land target may be revised in light of new evidence.  
**Development of West Oxfordshire Garden Village assumed to come forward from 2021 onwards.**  
**Target/s**  
Provision of at least 60 hectares of additional employment land in the period to 2031 with the provision of additional land at the West Oxfordshire Garden Village allowing for additional business land provision beyond 2031.  
To highlight the proposed AAP as a mechanism for delivering additional employment land.  
To reflect the timing of the garden village proposal including the potential to deliver business land to meet needs beyond 2031. |
| MAIN211 | Appendix 3 - Local Plan Delivery and Monitoring Framework | **Policy E5 – Local Services and Community Facilities**  
**Delivery mechanism/s**  
- Development management  
- Partnership working  
- Strategic Site allocations to include community provision where appropriate  
- Localism Act including Community Right to Bid  
- Neighbourhood Plans  
To reflect the fact that both strategic and non-strategic site allocations are now proposed as a result of the suggested plan changes. |
| MAIN212 | Appendix 3 - Local Plan Delivery and Monitoring Framework | **Policy T1 – Sustainable Transport**  
**Indicators**  
- CIL / S106 funding allocated for sustainable transport projects  
To emphasise the importance of taking into account air quality at Oxford Meadows in line with the Council's Habitats Regulations Assessment (HRA) |
<table>
<thead>
<tr>
<th>Policy T2 – Highway Improvement Schemes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Delivery mechanism/s</strong></td>
</tr>
<tr>
<td>- Development management</td>
</tr>
<tr>
<td>- Strategic allocations <strong>including the West Oxfordshire Garden Village</strong></td>
</tr>
<tr>
<td>- <strong>LTP3 / LTP4 – ‘Connecting Oxfordshire’</strong></td>
</tr>
<tr>
<td>- Science Transit Project</td>
</tr>
<tr>
<td>- Oxfordshire County Council Bus Strategy</td>
</tr>
<tr>
<td>- Partnership working</td>
</tr>
<tr>
<td>- Infrastructure Delivery Plan (IDP)</td>
</tr>
<tr>
<td>- CIL Regulation 123 List</td>
</tr>
</tbody>
</table>

**Delivery Partners**
- WODC (lead)
- Oxfordshire LEP
- Oxfordshire County Council
- **Oxfordshire Rural Community Council** [Community First Oxfordshire](#)
- Other local authorities

**Clarification on the name of LTP4 and to reflect the proposed West Oxfordshire Garden Village strategic development area.**

To reflect the fact the bus strategy is now incorporated into LTP4.

To include reference to the Science Transit project – a key element of strategic highway improvements along the A40.

Factual update on the name of the Oxfordshire Rural Community Council.

Also to emphasise the need for phasing of any future link road. |
| **MAIN214** | Appendix 3 - Local Plan Delivery and Monitoring Framework | **Policy EH2 – Biodiversity**  
**Target/s**  
There is an overarching international commitment to halting and reversing biodiversity decline by 2020.  
**In making the assessment of air quality on the Oxford Meadows SAC the critical load for the relevant habitat will be used as the target.** | To accord with the recommendations of the Council’s Habitats Regulations Assessment (HRA) report. |
| **MAIN215** | Appendix 3 - Local Plan Delivery and Monitoring Framework | **Policy EH4 – Decentralised and renewable or low carbon energy development**  
**Delivery mechanism/s**  
- Development management | To reflect the fact that both strategic and non-strategic site allocations are now proposed as a result of the suggested plan changes. |
| MAIN216 | Appendix 3 - Local Plan Delivery and Monitoring Framework | **Policy WIT1 – East Witney Strategic Development Area (SDA)**  
**Delivery mechanism/s**  
- Masterplan  
- Development management  
- Strategic Allocation  
- Partnership working  
- Infrastructure Delivery Plan (IDP)  
- Planning obligations/CIL  

**Timescale & Comment**  
It is anticipated that the smaller part of the site could come forward by 2017. The timing of the remainder of the site is dependent on completion of the Shore's Green Slip Roads but is likely to be complete by 2021.  

For the purposes of 5-year housing land supply it has been assumed that the site will come forward after 2021.  

**Target/s**  
**Provision of 450 homes by 2031**  
Housing completions per annum measured against housing trajectory  
5% of developable plots to be made available for self-build projects  
Open space provision to comply with local standards  
Strategic highways improvements delivered to be delivered in advance of... | To reflect the fact that the Council wishes to achieve comprehensive development that is led by an agreed masterplan.  

To reflect the fact that the Council no longer considers the site likely to come forward before 2021.  

To reflect the proposed increase in the number of new homes on the site and to provide additional flexibility regarding the timing of strategic highway improvements. |
<p>| <strong>MAIN217</strong> | <strong>Appendix 3 - Local Plan Delivery and Monitoring Framework</strong> | <strong>Cogges Triangle development</strong>&lt;br&gt;Net gain in biodiversity&lt;br&gt;Reduction in surface water run-off below greenfield rates | <strong>Policy WIT2 – North Witney Strategic Development Area (SDA)</strong>&lt;br&gt;<strong>Delivery mechanism/s</strong>&lt;br&gt;- Masterplan&lt;br&gt;- Development Management&lt;br&gt;- Strategic Allocations&lt;br&gt;- Partnership working&lt;br&gt;- Infrastructure Delivery Plan (IDP)&lt;br&gt;- Planning obligations/CIL&lt;br&gt;<strong>Timescale &amp; Comment</strong>&lt;br&gt;It is anticipated that the development of the larger part of the North Witney SDA will be implemented from 2021 onwards through a phased approach. The smaller part of the site could come forward before then subject to traffic impact (potentially in 2018/19).&lt;br&gt;Due to the complexity of the site and lead-in times for large strategic sites it has been assumed that the site will come forward after 2021.&lt;br&gt;<strong>Target/s</strong>&lt;br&gt;Provision of around 1,400 homes by 2031&lt;br&gt;Housing completions per annum measured against housing trajectory&lt;br&gt;5% of developable plots to be made available for self-build projects&lt;br&gt;Open space provision to comply with local standards | <strong>To reflect the fact that the Council wishes to achieve comprehensive development that is led by an agreed masterplan.</strong>&lt;br&gt;<strong>To reflect the fact that the Council no longer considers the site likely to come forward before 2021.</strong>&lt;br&gt;<strong>To reflect the proposed increase in the number of new homes on the site and to provide additional flexibility regarding the timing of strategic highway improvements.</strong> |</p>
<table>
<thead>
<tr>
<th>MAIN218</th>
<th>Appendix 3 - Local Plan Delivery and Monitoring Framework</th>
</tr>
</thead>
</table>
|         | **Delivery of strategic highways improvements including the West End Link in a timely manner** *(in advance of full site completion)*  
|         | Net gain in biodiversity  
|         | Reduction in surface water run-off below greenfield rates |
| **Policy WIT2a – Woodford Way Car Park, Witney** | **Delivery mechanism/s**  
|         | - Site allocation  
|         | - Development brief  
|         | - Development management  
|         | - West Oxfordshire Car Parking Strategy  
| **Delivery Partners** | **Indicators**  
|         | - WODC  
|         | - Developers  
|         | - Infrastructure providers  
| **Targets** | **Timescale & Comment**  
|         | The site is currently in use as surface level car park. Delivery of any new housing on the site is therefore assumed to come forward beyond 2021.  
|         | **Target/s**  
|         | New monitoring framework to reflect the proposed site allocation and explain how and when it will be delivered and monitored.
| MAIN219 | Appendix 3 - Local Plan Delivery and Monitoring Framework | Policy WIT2b – Land West of Minster Lovell  
**Delivery mechanism/s**  
- Site allocation  
- Development management  
**Delivery Partners**  
- WODC  
- Developers  
- Infrastructure providers  
**Indicators**  
- Number of new homes completed  
- Number of affordable homes completed  
- Provision of/contribution towards supporting infrastructure  
**Timescale & Comment**  
Current planning application on site. Delivery assumed to be short term i.e. within the period to 2021.  
**Target/s**  
Provision of around 85 homes by 2021.  
Housing completions per annum measured against housing trajectory | New monitoring framework to reflect the proposed site allocation and explain how and when it will be delivered and monitored. |
| MAIN220 | Appendix 3 - Local Plan Delivery and Monitoring | Policy WIT4 – Witney Sub-Area Strategy  
**Delivery mechanism/s**  
To reflect the fact that both strategic and non-strategic site allocations are now proposed as |
Framework
- Development management
- *Strategic Site* allocations
- Infrastructure Delivery Plan
- Regulation 123 List
- Planning obligations/CIL
- Partnership working
- Neighbourhood Plans
- **LTP3/LTP4 – ‘Connecting Oxfordshire’**
- WODC parking strategy

**Indicators**
- Number of residential permissions/completions within the Witney sub-area including delivery of strategic development areas (SDAs) and other site allocations
- Number of residential permissions/completions in Witney
- Amount of employment land permitted
- Provision of new infrastructure including strategic transport schemes
- Number of extra care units completed

**Target/s**
Indicative housing target of **3,700-4,400** new homes to be delivered in the sub-area to 2031

20ha of additional employment land to be delivered in the sub area by 2031

Net gain in biodiversity

Strategic highway improvements delivered within plan period as integral part of a result of the suggested plan changes.

To clarify the correct title of LTP4.

To reflect the proposed increase in the quantum of housing development anticipated in the sub-area.
<table>
<thead>
<tr>
<th>proposed strategic development areas</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Policy CA1 – REEMA North and Central Strategic Development Area (SDA)</strong></td>
</tr>
<tr>
<td><strong>Delivery mechanism/s</strong></td>
</tr>
<tr>
<td>- Development management</td>
</tr>
<tr>
<td>- Strategic Allocations Site allocation</td>
</tr>
<tr>
<td>- Partnership working</td>
</tr>
<tr>
<td>- Infrastructure Delivery Plan (IDP)</td>
</tr>
<tr>
<td>- Planning obligations/CIL</td>
</tr>
<tr>
<td><strong>Timescale &amp; Comment</strong></td>
</tr>
<tr>
<td>It is anticipated that the following completion of REEMA North, the REEMA Central site will be released to the market and development could take place in 2017/18.</td>
</tr>
<tr>
<td>The REEMA North site has been cleared for new development and was anticipated to come forward by 2021 but funding issues mean a potential delay beyond then.</td>
</tr>
<tr>
<td>The REEMA Central site will come forward in part by 2021 with the remainder to follow in the period to 2031.</td>
</tr>
<tr>
<td><strong>Target/s</strong></td>
</tr>
<tr>
<td>Provision of 500 new homes across the two sites by 2031 (note: 200 units already including in existing planning commitments).</td>
</tr>
<tr>
<td>Housing completions per annum measured against housing trajectory</td>
</tr>
<tr>
<td>5% of developable plots to be made available for self-build projects</td>
</tr>
<tr>
<td>Open space provision to comply with local standards</td>
</tr>
<tr>
<td>To reflect the fact that that site is no longer proposed to be classed as a ‘strategic development area’ in light of the scale of development. Also to reflect the likely timing of development taking account of recent decisions on funding for REEMA North.</td>
</tr>
<tr>
<td>Also to clarify that the net gain across the two sites is anticipated to be around 500 dwellings but that 200 of those are already included in existing permissions.</td>
</tr>
</tbody>
</table>
| MAIN222 | Appendix 3 - Local Plan Delivery and Monitoring Framework | Net gain in biodiversity | | | | | | | | | | | | Policy CA1a – Land at Milestone Road, Carterton | | Delivery mechanism/s | | - Site allocation | | - Development management | | - Planning brief | | Delivery Partners | | - WODC | | - Developer / landowner | | - Infrastructure providers | | Indicators | | - Number of new homes completed | | - Number of affordable homes completed | | - Provision of/contribution towards supporting infrastructure | | Timescale & Comment | | Some current uncertainty about delivery therefore assumed to come forward after 2021. | | Target/s | | Provision of around 200 homes by 2031. | | Housing completions per annum measured against housing trajectory | | | | | | | | | | | | MAIN223 | Appendix 3 - Local Plan Delivery and Monitoring | Policy CA1b – Land at Swinbrook Road, Carterton | | Delivery mechanism/s | | | | | | | | | | | | New monitoring framework to reflect the proposed site allocation and explain how and when it will be delivered and monitored.
### Framework

<table>
<thead>
<tr>
<th>Policy CA2 – Carterton Town Centre Strategy</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Delivery mechanism/s</strong></td>
</tr>
<tr>
<td>- Development management</td>
</tr>
<tr>
<td>- Partnership working</td>
</tr>
<tr>
<td>- Strategy and promotion</td>
</tr>
</tbody>
</table>

### Delivery Partners

- WODC
- Developer / landowner
- Infrastructure providers

### Indicators

- Number of new homes completed
- Number of affordable homes completed
- Provision of/contribution towards supporting infrastructure

### Timescale & Comment

Some current uncertainty about delivery therefore assumed to come forward after 2021.

### Target/s

- Provision of around 70 homes by 2031.
- Housing completions per annum measured against housing trajectory

To clarify that there is no current intention to prepare a neighbourhood plan for Carterton but that a masterplan has been prepared on behalf of the Town Council which includes guidance on the town centre.
### Appendix 3 - Local Plan Delivery and Monitoring Framework

<table>
<thead>
<tr>
<th>MAIN225</th>
<th>Policy CA3 – Carterton Sub-Area Strategy</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Delivery mechanism/s</strong></td>
</tr>
<tr>
<td></td>
<td>- Development management</td>
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<td></td>
<td>- Strategic Site allocations</td>
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<td>- Infrastructure Delivery Plan</td>
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<td>- Regulation 123 List</td>
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<td></td>
<td>- Planning obligations/CIL</td>
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<tr>
<td></td>
<td>- Partnership working</td>
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<td></td>
<td>- Neighbourhood Plans</td>
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<tr>
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<td>- LTP3 / LTP4 – ‘Connecting Oxfordshire’</td>
</tr>
<tr>
<td></td>
<td><strong>Indicators</strong></td>
</tr>
<tr>
<td></td>
<td>- Number of residential permissions/completions at Carterton including delivery of strategic development area site allocations</td>
</tr>
<tr>
<td></td>
<td>- Number of residential permissions/completions in rest of sub-area</td>
</tr>
<tr>
<td></td>
<td>- Amount of employment land permitted</td>
</tr>
<tr>
<td></td>
<td>- Provision of new infrastructure including strategic transport schemes.</td>
</tr>
</tbody>
</table>

Also to reflect the Council’s intention to consider the preparation of planning briefs for key sites in Carterton Town Centre.

To reflect the fact that both strategic and non-strategic site allocations are now proposed as a result of the suggested plan changes.

To clarify the correct title of LTP4.

### Appendix 3 - Local Plan Delivery and Monitoring Framework

<table>
<thead>
<tr>
<th>MAIN226</th>
<th>Policy CN1 – East Chipping Norton Strategic Development Area (SDA)</th>
</tr>
</thead>
</table>

To reflect the fact that the Council wishes to achieve
<table>
<thead>
<tr>
<th>Monitoring Framework</th>
<th>Delivery mechanism/s</th>
<th>Delivery Partners</th>
<th>Indicators</th>
</tr>
</thead>
</table>
|                      | - Development management  
|                      | - Strategic allocation  
|                      |   - **Masterplan**  
|                      | - Partnership working  
|                      | - Infrastructure Delivery Plan (IDP)  
|                      | - Planning obligations/CIL  
|                      |                      | - WODC (lead)  
|                      |                      | - Oxfordshire County Council  
|                      |                      | - Landowners and developers  
|                      |                      | - Environment Agency  
|                      |                      | - Thames Water  
|                      |                      |   - **Other infrastructure providers**  
|                      |                      |                      | - Number of new homes completed **per annum**  
|                      |                      |                      | - **Number of affordable homes completed**  
|                      |                      |                      | - Total employment floorspace completed  
|                      |                      |                      | - Amount of new greenspace provided  
|                      |                      |                      | - S106/CIL contributions secured / allocated for infrastructure projects  
|                      |                      |                      | - **Provision of new highway infrastructure including eastern link road**  
|                      |                      |                      | - Availability of primary school capacity  
|                      |                      |                      | comprehensive development that is led by an agreed masterplan.  
|                      |                      |                      | To highlight the importance of affordable housing delivery more clearly and also the potential delivery of an eastern link road as proposed through the main modifications.  
|                      |                      |                      | Updates provided in relation to the likely timing of development and the proposed quantum of business land as well as the proposed increase in dwelling numbers.  
|                      |                      |                      | Also to more fully emphasise the importance of development contributing positively towards the Conservation Target Area (CTA).  

### Timescale & Comment

To be applied on an ongoing basis and subject to annual monitoring review.

There is current developer interest on parts of the site and therefore a proportion of development could come forward by 2021 (around 200 homes) with the remainder to follow in the period to 2031.

### Target/s

- **Provision of around 1,400 homes by 2031.**
- Housing completions per annum measured against housing trajectory
- 5% of developable plots to be made available for self-build projects
- Provision of 1.5 ha of employment land
- Provision of new primary school
- Open space provision to comply with local standards
- Necessary supporting infrastructure to be delivered in a timely manner
- Reduction in surface water run-off below greenfield rates
- Net gain in biodiversity including positive contribution to CTA

### Policy CN2 – Chipping Norton Sub-Area Strategy

#### Delivery mechanism/s

- Chipping Norton Neighbourhood Plan
- Strategic allocation
  - **Masterplan**
- SHELAA
- Rural exception sites

To reflect the fact that the Council wishes to achieve comprehensive development on the East Chipping Norton SDA that is led by an agreed masterplan.

To reflect the fact that the SHLAA now incorporates an assessment of economic land.
| MAIN228 | Appendix 3 - Local Plan Delivery and Monitoring Framework | - Infrastructure Delivery Plan  
- Development management  
- LTP3 / LTP4 – ‘Connecting Oxfordshire’  
- WODC Parking Strategy | Timescale & Comment

To be applied on an ongoing basis and subject to annual monitoring review.

The progress of the Chipping Norton Neighbourhood Plan will be important to the delivery of the sub-area strategy. It is anticipated that the neighbourhood plan will be adopted in 2015. Chipping Norton SDA assumed to come forward in part by 2021 with the remainder to follow in the period to 2031.

Target/s

Housing completions per annum measured against housing trajectory

Indicative housing target of **1,800 - 2,400** new homes to be delivered in sub-area to 2031

Up to 7.3ha of **9 ha** employment land to be delivered up to 2031  

Policy EW1a – West Oxfordshire Garden Village Strategic Development Area (SDA)  

Delivery mechanism/s

- Strategic Allocation  
- Area Action Plan  
- Eynsham Neighbourhood Plan  
- Science Transit Project | availability (SHELAA).  

Title of LTP4 added for clarification.  

Additional information provided in relation to the anticipated timing of delivery on the East Chipping Norton SDA.  

Also to reflect the proposed increase in the quantum of new homes and employment land.  

New monitoring framework to reflect the proposed site allocation and explain how and when it will be delivered and monitored.
<table>
<thead>
<tr>
<th><strong>Delivery Partners</strong></th>
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<tbody>
<tr>
<td>- WODC</td>
</tr>
<tr>
<td>- Landowners / developers</td>
</tr>
<tr>
<td>- Oxfordshire County Council</td>
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<tr>
<td>- Parish Council</td>
</tr>
<tr>
<td>- Bus and rail providers</td>
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<tr>
<td>- Environment Agency</td>
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<tr>
<td>- Thames Water</td>
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<tr>
<td>- Other infrastructure providers</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Indicators</strong></th>
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<tbody>
<tr>
<td>- Number of new homes completed</td>
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<tr>
<td>- Number of affordable homes completed</td>
</tr>
<tr>
<td>- Total employment floorspace completed</td>
</tr>
<tr>
<td>- Amount of new greenspace provided</td>
</tr>
<tr>
<td>- S106/CIL contributions secured / allocated for infrastructure projects</td>
</tr>
<tr>
<td>- Provision of new highway infrastructure including park and ride and bus priority measures</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Timescale &amp; Comment</strong></th>
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</thead>
<tbody>
<tr>
<td>It is anticipated that the site will come forward in the period 2021 – 2031.</td>
</tr>
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<table>
<thead>
<tr>
<th><strong>Target/s</strong></th>
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<tbody>
<tr>
<td>Provision of around 2,200 homes by 2031.</td>
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<td>MAIN229</td>
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<tr>
<td>MAIN230</td>
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<tr>
<td><strong>Policy EW1c – Land East of Woodstock</strong></td>
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<tr>
<td><strong>Delivery Partners</strong></td>
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<tr>
<td><strong>Indicators</strong></td>
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<tr>
<td><strong>Timescale &amp; Comment</strong></td>
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</tbody>
</table>

**Timescale & Comment**

It is anticipated that the majority of the site will come forward in the period 2021 – 2031 but that parts may come forward before 2021 (around 150 homes).

**Target/s**

Provision of around 1,000 homes by 2031.

Housing completions per annum measured against housing trajectory.

5% of developable plots to be made available for self-build projects.

New monitoring framework to reflect the proposed site allocation and explain how and when it will be delivered and monitored.
could come forward in part by 2021 (200 units) with the remainder to follow by 2031.

**Target/s**
- Provision of around 300 homes by 2031.
- Housing completions per annum measured against housing trajectory.
- 5% of developable plots to be made available for self-build projects

### Policy EW1d – Land North of Hill Rise, Woodstock

**Delivery mechanism/s**
- Site allocation
- Development management
- Planning brief

**Delivery Partners**
- WODC
- Developer / landowner
- Infrastructure providers

**Indicators**
- Number of new homes completed
- Number of affordable homes completed
- Provision of/contribution towards supporting infrastructure

**Timescale & Comment**

Promoted for development through the Council’s SHELAA. No current application therefore assumed to come forward post 2021 for the purposes of 5-year housing land supply (although may come forward sooner).

New monitoring framework to reflect the proposed site allocation and explain how and when it will be delivered and monitored.
<table>
<thead>
<tr>
<th>MAIN232</th>
<th>Appendix 3 - Local Plan Delivery and Monitoring Framework</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Target/s</strong></td>
<td>Provision of around 120 homes by 2031.</td>
</tr>
<tr>
<td></td>
<td>Housing completions per annum measured against housing trajectory.</td>
</tr>
<tr>
<td></td>
<td>5% of developable plots to be made available for self-build projects</td>
</tr>
<tr>
<td><strong>Policy EW1e – Land North of Banbury Road, Woodstock</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Delivery mechanism/s</strong></td>
<td></td>
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<tr>
<td></td>
<td>Site allocation</td>
</tr>
<tr>
<td></td>
<td>Development management</td>
</tr>
<tr>
<td></td>
<td>Planning brief</td>
</tr>
<tr>
<td><strong>Delivery Partners</strong></td>
<td></td>
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<tr>
<td></td>
<td>WODC</td>
</tr>
<tr>
<td></td>
<td>Developer / landowner</td>
</tr>
<tr>
<td></td>
<td>Infrastructure providers</td>
</tr>
<tr>
<td><strong>Indicators</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Number of new homes completed</td>
</tr>
<tr>
<td></td>
<td>Number of affordable homes completed</td>
</tr>
<tr>
<td></td>
<td>Provision of/contribution towards supporting infrastructure</td>
</tr>
<tr>
<td><strong>Timescale &amp; Comment</strong></td>
<td>Promoted for development through the Council’s SHELAA. No current application therefore assumed to come forward post 2021 for the purposes of 5-year housing land supply (although may come forward sooner).</td>
</tr>
<tr>
<td><strong>Target/s</strong></td>
<td>New monitoring framework to reflect the proposed site allocation and explain how and when it will be delivered and monitored.</td>
</tr>
<tr>
<td>MAIN233</td>
<td>Appendix 3 - Local Plan Delivery and Monitoring Framework</td>
</tr>
<tr>
<td>MAIN234</td>
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<tr>
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<td>-----------------------------------------------------------</td>
</tr>
<tr>
<td></td>
<td>Housing completions per annum measured against housing trajectory.</td>
</tr>
</tbody>
</table>
|         | **Policy EW1g – Land at Oliver’s Garage, Long Hanborough** | - Site allocation  
- Development management  
- Planning brief  
**Delivery Partners**  
- WODC  
- Developer / landowner  
- Infrastructure providers  
**Indicators**  
- Number of new homes completed  
- Number of affordable homes completed  
- Provision of/contribution towards supporting infrastructure  
**Timescale & Comment**  
Site is currently in active use and therefore assumed to come forward after 2021.  
**Target/s**  
Provision of around 25 homes by 2031.  
Housing completions per annum measured against housing trajectory. |

<table>
<thead>
<tr>
<th>MAIN235</th>
<th>Appendix 3 - Local Plan Delivery and Monitoring</th>
<th>Policy EW1h – Former Stanton Harcourt Airfield</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Housing completions per annum measured against housing trajectory.</td>
<td><strong>Delivery mechanism/s</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Policy EW1h – Former Stanton Harcourt Airfield</strong></td>
<td></td>
</tr>
</tbody>
</table>

New monitoring framework to reflect the proposed site allocation and explain how and when it will be delivered and monitored.
| Framework | - Site allocation  
- Development management  
**Delivery Partners**  
- WODC  
- Developer / landowner  
- Infrastructure providers  
**Indicators**  
- Number of new homes completed  
- Number of affordable homes completed  
- Provision of/contribution towards supporting infrastructure  
**Timescale & Comment**  
Current planning application and the number of units suggests it is likely to be delivered by 2021.  
**Target/s**  
Provision of around 50 homes by 2031.  
Housing completions per annum measured against housing trajectory. |
| --- | --- | --- |
| Appendix 3 - Local Plan Delivery and Monitoring Framework | **Policy EW1 – Blenheim World Heritage Site**  
**Indicators**  
CIL/S106 contributions secured / allocated for conserving and enhancing attributes of the WHS  
To clarify that CIL receipts will not be put towards the Blenheim WHS. |
| MAIN236 | **Policy EW2 – Eynsham – Woodstock Sub-Area**  
**Delivery mechanism/s**  
- Strategic development areas (SDAs) including the West Oxfordshire Garden  
To reflect the proposed new strategic allocations within this sub-area at West Eynsham and the West Oxfordshire Garden |
Framework

Village and West Eynsham
- Site allocations
- Neighbourhood Plans
- SH LAA
- Rural exception sites
- Infrastructure Delivery Plan
- Planning obligations/CIL
- Development management
- LTP3/LTP4 – ‘Connecting Oxfordshire’
- Oxford Science Transit Project
- WODC Parking Strategy

Timescale & Comment
To be applied on an ongoing basis and subject to annual monitoring review.
The timing of improvements to the A40 will depend on the outcome of work currently ongoing and being led by Oxfordshire County Council.

West Oxfordshire Garden Village assumed to come forward in the period 2021 – 2031.

Target/s
Housing completions per annum measured against housing trajectory
Indicative housing requirement of 1,600 5,550 new homes to be delivered in the sub-area to 2031. This will include 2,800 homes for West Oxfordshire’s identified housing needs and a further 2,750 homes for Oxford City’s unmet housing needs.

Provision of 40 ha of business land to 2031 and beyond.

Village.
To reflect the fact that both strategic and non-strategic site allocations are now proposed as a result of the suggested plan changes.

Title of LTP4 added for clarification.

Also to provide clarification on the proposed increase in housing and employment land in the sub-area and the anticipated timing of the West Oxfordshire Garden Village proposal.
<table>
<thead>
<tr>
<th>Policy BC1a – Land North of Woodstock Road, Stonesfield</th>
</tr>
</thead>
<tbody>
<tr>
<td>Delivery mechanism/s</td>
</tr>
<tr>
<td>- Site allocation</td>
</tr>
<tr>
<td>- Development management</td>
</tr>
<tr>
<td>- Planning brief</td>
</tr>
<tr>
<td>Delivery Partners</td>
</tr>
<tr>
<td>- WODC</td>
</tr>
<tr>
<td>- Developer / landowner</td>
</tr>
<tr>
<td>- Infrastructure providers</td>
</tr>
<tr>
<td>Indicators</td>
</tr>
<tr>
<td>- Number of new homes completed</td>
</tr>
<tr>
<td>- Number of affordable homes completed</td>
</tr>
<tr>
<td>- Provision of/contribution towards supporting infrastructure including extension of adjoining public open space</td>
</tr>
<tr>
<td>Timescale &amp; Comment</td>
</tr>
<tr>
<td>No current application but the site has been promoted for development and is considered likely to come forward by 2021.</td>
</tr>
<tr>
<td>Target/s</td>
</tr>
<tr>
<td>Provision of around 50 homes by 2031.</td>
</tr>
<tr>
<td>Housing completions per annum measured against housing trajectory.</td>
</tr>
</tbody>
</table>

New monitoring framework to reflect the proposed site allocation and explain how and when it will be delivered and monitored.

<table>
<thead>
<tr>
<th>Policy BC1b – Land East of Burford</th>
</tr>
</thead>
<tbody>
<tr>
<td>Delivery mechanism/s</td>
</tr>
<tr>
<td></td>
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</tbody>
</table>

New monitoring framework to reflect the proposed site allocation and explain how and when it will be delivered and monitored.
| Framework | - **Site allocation**  
| - **Development management**  
| - **Planning brief**  
| **Delivery Partners**  
| - **WODC**  
| - **Developer / landowner**  
| - **Infrastructure providers**  
| **Indicators**  
| - **Number of new homes completed**  
| - **Number of affordable homes completed**  
| - **Provision of/contribution towards supporting infrastructure**  
| **Timescale & Comment**  
| No current application but the site has been promoted for development and is considered likely to come forward by 2021.  
| **Target/s**  
| Provision of around 85 homes by 2031.  
| Housing completions per annum measured against housing trajectory.  

| MAIN240 | Appendix 3 - Local Plan Delivery and Monitoring Framework | **Policy BC1c – Land North of Jeffersons Piece, Charlbury**  
| **Delivery mechanism/s**  
| - **Site allocation**  
| - **Development management**  
| - **Planning brief**  

New monitoring framework to reflect the proposed site allocation and explain how and when it will be delivered and monitored.
<table>
<thead>
<tr>
<th><strong>MAIN241</strong></th>
<th><strong>Appendix 3 - Local Plan Delivery and Monitoring Framework</strong></th>
<th></th>
</tr>
</thead>
</table>
| **Delivery Partners** | - WODC  
- Developer / landowner  
- Infrastructure providers |  |
| **Indicators** | - Number of new homes completed  
- Number of affordable homes completed  
- Provision of/contribution towards supporting infrastructure |  |
| **Timescale & Comment** | No current application but the site has been promoted for development and is considered likely to come forward by 2021. |  |
| **Target/s** | Provision of around 40 homes by 2031.  
Housing completions per annum measured against housing trajectory. |  |

**Policy BC1d – Land South of Milton Road, Shipton under Wychwood**

**Delivery mechanism/s**
- Site allocation  
- Development management

**Delivery Partners**
- WODC  
- Developer / landowner  
- Infrastructure providers

New monitoring framework to reflect the proposed site allocation and explain how and when it will be delivered and monitored.
<table>
<thead>
<tr>
<th>Indicator</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Number of new homes completed</td>
</tr>
<tr>
<td>- Number of affordable homes completed</td>
</tr>
<tr>
<td>- Provision of/contribution towards supporting infrastructure including additional parking for adjacent school</td>
</tr>
</tbody>
</table>

**Timescale & Comment**

Current planning application. Site expected to be complete by 2021.

**Target/s**

Provision of around 44 homes by 2031.

Housing completions per annum measured against housing trajectory.

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<table>
<thead>
<tr>
<th>Policy BC1 – Burford – Charlbury Sub-Area</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Delivery mechanism/s</strong></td>
</tr>
<tr>
<td>- <a href="#">Site allocations</a></td>
</tr>
<tr>
<td>- Neighbourhood Plans</td>
</tr>
<tr>
<td>- SHELAA</td>
</tr>
<tr>
<td>- Rural exception sites</td>
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<tr>
<td>- Infrastructure Delivery Plan</td>
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<tr>
<td>- Planning obligations/CIL</td>
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<tr>
<td>- Development management</td>
</tr>
<tr>
<td>- LTP3 / LTP4 – ‘Connecting Oxfordshire’</td>
</tr>
</tbody>
</table>

**Target/s**

Housing completions per annum measured against housing trajectory

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To reflect the fact that both strategic and non-strategic site allocations are now proposed as a result of the suggested plan changes.

To reflect the fact that the SHLAA now incorporates an assessment of economic land availability (SHELAA).

Title of LTP4 added for clarification.

To reflect the proposed increase in the housing
<table>
<thead>
<tr>
<th>Requirement in this sub-area.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indicative housing requirement of <strong>800-1,000</strong> new homes to be delivered in sub-area <strong>to by 2031</strong></td>
</tr>
</tbody>
</table>