



WEST OXFORDSHIRE
DISTRICT COUNCIL

West Oxfordshire Local Plan Statement of Consultation

Prepared initially in accordance with the Town & Country (Local Development) (England) (Amendment) Regulations 2008 and subsequently in accordance with the Town & Country (Local Planning) (England) Regulations 2012

March 2015

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I. INTRODUCTION

I.1 What is this document?

This document sets out how West Oxfordshire District Council has undertaken consultation in preparing its Proposed Submission Local Plan. It provides an overview of:

- Which bodies and persons were invited to make representations during the preparation of the Local Plan Strategy – **Who was consulted?**
- How these bodies and persons were invited to make those representations – **How were the public and other stakeholders consulted?**
- A summary of the main issues raised – **How many responses were received and what were the main issues raised?**
- How those issues have been addressed – **How have the main issues raised been taken into account?**

This statement explains how, in relation to public consultation, the Local Plan¹ has been prepared in accordance with the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008 and, more recently, with the Town and Country Planning (Local Planning) (England) Regulations 2012.

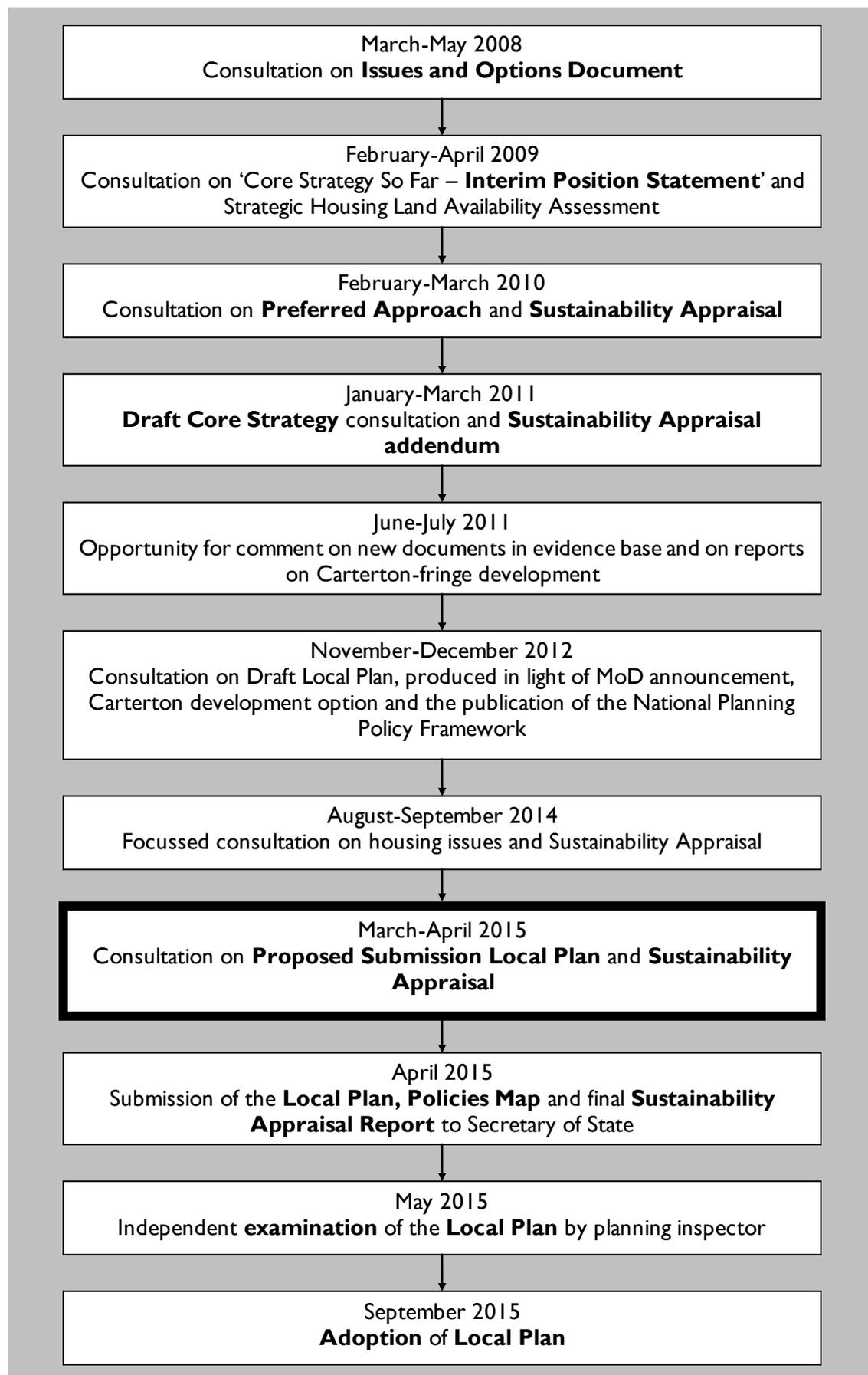
I.2 Why prepare this document?

The West Oxfordshire Local Plan sets out the overall planning strategy for future development of the District. It sets the spatial vision and objectives for the District, provides the planning framework to guide public and private sector investment, makes decisions about the amount and broad location of future development, identifies strategic development areas and contains policies to manage change.

A key part of the plan preparation process is involving the local community and stakeholders. The Council's Statement of Community Involvement (SCI) (first adopted in 2007 and reviewed in 2014 – <http://www.westoxon.gov.uk/media/994826/Updated-SCI-2014.pdf>) identifies the ways people and organisations will be involved in the development of West Oxfordshire. This statement of consultation fully complies with the SCI. It provides a record of the consultation methods used and results received at the various stages in the preparation of the plan. (Figure I shows the different stages undertaken. NB A certain amount of on-going consultation has also been carried out in between each stage.) It will be used to assist the Inspector at the Examination to ensure that the Local Plan has complied with the requirements for involvement.

¹ The Local Plan was formerly known as the 'West Oxfordshire Core Strategy' and 'West Oxfordshire: Our local strategy' but was re-named in 2012, in response to the publication of the National Planning Policy Framework.

Figure 1: Stages in the preparation of West Oxfordshire Local Plan



1.3 Sustainability Appraisal (SA)

A sustainability appraisal has been undertaken of the evolving local plan; initial work began in 2007. The purpose of such an appraisal is to demonstrate that environmental, social and economic considerations have been properly taken into account in preparation of the Plan and, in so doing, achieve the delivery of sustainable development in the District. The Sustainability Appraisal report shows how the Plan's strategy and policy approach has been selected and refined through the sustainability appraisal process. This refinement has run parallel to changes made in response to consultation responses. There are some inevitable similarities between this document and the Sustainability Appraisal Report (<http://www.westoxon.gov.uk/media/1037305/Pre-Submission-SA-Report-with-Appendices.pdf>).

1.4 Evidence base

The Council has undertaken a significant amount of work compiling an evidence base to support the plan preparation. This has involved the completion of numerous studies, as well as working with key stakeholders, organisations and groups across the District. Details of the evidence base and supporting studies for the Local Plan have been made available on the Council's website (www.westoxon.gov.uk/ldfevidence) and, where thought appropriate, printed documents have been produced. Many of the representations received during the preparation of the plan have specifically commented on the supporting documents (for example, the Oxfordshire Strategic Housing Market Assessment).

2. WHO WAS CONSULTED?

A broad range of organisations and individuals have been invited to get involved in preparing the Local Plan. This includes those the Council must consult – specific consultees – such as local and national service providers and organisations, (eg Oxfordshire County Council, the Environment Agency and local Town and Parish Councils) and others that the Council wishes to involve such as local people, voluntary groups, interest groups, local service providers, landowners and developers.

Appendix I sets out a summary list of the ‘specific’ and ‘general’ consultation bodies invited to comment at each stage of plan preparation. An in-house consultation database has been developed over several years, consisting of a wide range of people and organisations, including many who have expressed an interest in the Local Plan and added themselves to the database. As the complete list of those we consult runs to over 2,000 individuals/groups/organisations, the full details are too long to include in this statement although it is possible to find who commented at each stage through the Council’s consultation portal

<http://planningconsultation.westoxon.gov.uk/consult.ti/system/listConsultations?type=C>

3. HOW WERE THE PUBLIC AND OTHER STAKEHOLDERS CONSULTED?

The methods of engagement used at each stage are summarised below.

3.1 Seeking initial views and preparation of evidence base (Late 2006/2007)

The Council has undertaken a significant amount of work over the years compiling an evidence base to support the review of the Local Plan. This has involved a wide range of approaches, from assessing and monitoring the adopted Local Plan, the completion of numerous studies, through to working with key stakeholders, organisations and groups across the District. Details of the evidence base and supporting studies are available on the Council's website (<http://www.westoxon.gov.uk/ldfevidence>).

Early involvement of the local community and stakeholders took place in late 2006/2008 as part of the joint preparation for the West Oxfordshire Sustainable Community Strategy (SCS) (a strategy setting out the community's priorities which the Council and partner organisations together seek to address) and the new planning documents (LDF). The consultation included:

- Preparation of an initial evidence base, made available on the Council's website under 'West Oxfordshire Future'
- Citizens Panel Survey
- Survey of young people at 'Politics in Action' day
- Survey of partner organisations, including Town and Parish Councils
- Internal survey of Council services
- Two facilitated joint SCS/LDF Community Forum events, held in January 2008
- Meetings with Parish and Town Councils
- Meetings with key stakeholders

In addition, as part of the preparation for a Site Allocations document, landowners, developers, parish and town councils and other interested persons were invited from July 2007 to submit suggestions for possible future development sites.

3.2 Issues and Options (2008)

<http://www.westoxon.gov.uk/media/81714/Issues-and-Options-document.pdf>

The Issues and Options stage of both the Plan – then called the Core Strategy - and Site Allocations consultation took place between March and May 2008. The Core Strategy document outlined a range of broad spatial options for development in the District, as well as a number of key theme-based questions designed to stimulate discussion about the future development of the area. The Sites Allocations document showed, on maps, all the sites submitted for consideration, together with a table setting out basic information such as site size, proposed uses, landowners'/agents' details.

- Details of the public consultation were made available on the Council's website (headline article), along with electronic versions of all the consultation material
- Consultation leaflets and questionnaires were placed at the Council offices, town centre shops, visitor information centres and local libraries
- All consultees registered on the Local Development Framework consultation database were notified by letter or email. All secondary schools and Youth Forums in the District were notified
- Parish and Town Councils/Meetings and other statutory consultees, such as Oxfordshire County Council and the Environment Agency, were given paper copies of the consultation documentation for comment
- A press release was produced notifying the public of the Issues and Options consultation period, an article was included in a Housing Association newsletter to inform residents (The Cottsway Newsletter) and a notice in the Parish Link (a newsletter for all the local Councils in the District) was produced to engage with local Parish Councils

A wide range of comments on the local issues and sites were received. In addition, a number of new sites were submitted for consideration. These sites were subsequently presented for public comment during a six week consultation in July/August 2008, in a document 'Site Allocations: Issues and Options – Further Sites Consultation'.

3.3 Interim Position Statement (2009)

<http://planningconsultation.westoxon.gov.uk/consult.ti/CSInterimFeb09/consultationHome>

In February 2009 an Interim Position Statement was produced to provide an overview of the Council's likely approach on key issues facing West Oxfordshire, particularly related to housing and employment and our response to climate change.

- The Interim Position Statement was published for a six week period: 20 February – 6 April 2009
- Stakeholders and the public were encouraged to submit comments through use of a specific questionnaire
- This was our first LDF consultation document to be produced using INOVEM consultation software to enable 'e-participation', including an electronic version of the questionnaire
- Hard copies of the document and questionnaire were sent to all County and District Councillors and Town and Parish Councils/Meetings
- Copies were placed in Chipping Norton Town Hall and Witney Town Centre Shop for public viewing
- Parish and Town Councils were written to and offered Officer attendance at local meetings. Meetings attended by planning officers included a special meeting of Witney Town Council and a joint meeting with representatives of the Parish Councils near Carterton (Shilton, Brize Norton, Black Bourton, Alvescot and Clanfield).
- Draft Strategic Housing Land Availability Assessment (SHLAA) reports were also published. [http://www.westoxon.gov.uk/residents/planning-building/planning-policy/local-development-framework/local-plan-evidence-base/strategic-housing-land-availability-assessment-\(shlaa\)/](http://www.westoxon.gov.uk/residents/planning-building/planning-policy/local-development-framework/local-plan-evidence-base/strategic-housing-land-availability-assessment-(shlaa)/) Parish and Town

Councils with reports either covering or in proximity to their parishes were sent a copy of the relevant SHLAA Report and Map, together with the Core Strategy So Far Interim Position Statement.

- All representations received were available to view online, including hard copies of comments which were scanned and entered into INOVEM.

3.4 Preferred Approach (2010)

<http://planningconsultation.westoxon.gov.uk/inovem/consult.ti/CSPreferredApproach/consultationHome>

The Preferred Approach document, published in February 2010, built upon and expanded the Council's Interim Position Statement, in light of the responses received to this Statement and the on-going input from key stakeholders and specialist studies, as well as internal workshops. The document set out the recommended preferred spatial strategy for the next 15 years. Site specific proposals were only included where they were considered to be of strategic importance. No specific policy wording was included at this stage but the broad outline of core policies to be incorporated in the submission version was shown. A draft sustainability appraisal was prepared to accompany the Preferred Approach.

- Advanced notification of the publication of the Preferred Approach was included in the December 2009 LDF newsletter, which is sent to everyone on our consultation database and the Parish and Town Councils of West Oxfordshire and surrounding areas.
- The Core Strategy Preferred Approach was published for a six week period of consultation from 5 February through to 22 March 2010, making full use of our online consultation software
- All people registered on our LDF database were electronically notified – over 1000 residents, businesses, service providers and other organisations with an interest in West Oxfordshire – giving details of the consultation and the link to the Council's website where all the relevant documentation could be accessed, along with an online questionnaire
- The full Preferred Approach document, as well as a summary leaflet, were printed and made freely available. The consultation documents were distributed to each of the public libraries in the District and to the Council offices
- The Town and Parish Councils/Meetings were sent the documentation and a poster for their village notice boards, together with an offer for a planning officer to attend a local meeting. Six public meetings were attended during February through to April: at Witney, Bampton, Brize Norton, Minster Lovell, Alvescot and Curbridge
- A series of manned and unmanned public exhibitions were held during the consultation period. Manned exhibitions took place in Carterton (on three days), Witney and Chipping Norton, where planning officers were available to provide guidance and advice
- Exhibitions were left on display in Carterton Town Hall, Carterton Community Centre, Witney Library and Chipping Norton Town Hall and, for the second half of the period, at the Council Offices, Witney
- All exhibitions were well attended, resulting in 52 completed comments forms

- A two-page article appeared in the February 2010 edition of the Council's newsletter – Creating Futures – which is sent to every household in West Oxfordshire
- Good coverage was received in the local press
- Many parish magazines contained consultation information
- All relevant literature was made available electronically (including the exhibition material, submitted responses and summaries of the responses) and published on the Council's website
- Carterton Town Council and Carterton Fast Forward (the Town Partnership Group) were especially active in encouraging local involvement in the Preferred Approach consultation. They produced a special edition of the Town Crier – the town's newsletter with a circulation to 6000 household – which included details of the Preferred Approach, the consultation details and the local exhibitions. Posters were put up around the town and flyers handed out at the town's market. They met with the Chamber of Trade, the local Youth Council and held a couple of evening sessions at the youth centre. They helped man the Carterton exhibitions, with volunteers from Planning Aid, and held an additional exhibition at a meeting of the U3A (University of the 3rd Age).
- Brize Norton residents set up their own website and Facebook Group (with 300 members) which included dates of the Preferred Approach consultation and the public meeting in the village

3.5 Draft Core Strategy (2011)

http://planningconsultation.westoxon.gov.uk/consult.ti/Draft_Core_Strategy_January_2011/consultationHome

The content of the Preferred Approach document, the responses received to it and the subsequent research and technical discussions, informed the full draft Core Strategy which was published in 2011 for an informal stage of consultation. The Core Strategy sets the framework for future development throughout West Oxfordshire. The Draft contained 10 sections and 27 Core Policies and primarily addressed: our vision and overall strategy for the District; meeting specific housing needs; economy and town centres; environment and sustainable development; transport and infrastructure.

- Three LDF Update Newsletters – in April, July and December – were sent out during 2010 to everyone on the LDF database. The December Update gave advanced notice of the consultation early in 2011
- The Draft Core Strategy was published for a six week period: 25 January – 11 March 2011
- Everyone on the LDF database was notified with the details of the consultation
- A special edition of 'Creating Futures' was sent to all homes in the District
- Printed copies of the draft Core Strategy were sent to all Town and Parish Councils/ Meetings in West Oxfordshire. Adjoining Councils were notified
- The full report and supporting documentation was made available online, at local libraries and at the District Council offices
- A manned exhibition was held at Carterton at which the Council displayed material alongside, but separate from, material exhibited by the agents for the east and west option

- Unmanned exhibitions were displayed at Witney and Carterton libraries and at the Council's Elmfield Offices, Witney
- The consultation included seeking views on the housing target and the general distribution of new homes. The landowners/potential developers of land to the east and west of Carterton were invited to demonstrate how an urban extension might deliver sustainable development and be of overall benefit to the local area.

3.6 Opportunities for further comment (2011)

http://planningconsultation.westoxon.gov.uk/consult.ti/Draft_Core_Strategy_June_2011/consultationHome

Further comments on the Draft Core Strategy were invited following the publication of updated evidence and a range of information relating to strategic development options (including a review of demographic projections for West Oxfordshire, a housing supply update, a review of affordable housing viability, a green infrastructure study and technical responses to strategic site options).

This consultation focussed on the documents received in response to consultation from agents/prospective developers seeking strategic allocations of land in the Carterton area and documents published during the first half of 2011. All those on the database were notified of the consultation and an article appeared in Creating Futures (the Council's newspaper that is delivered to every household within the District and is made freely available at the Council offices and Visitor Information Centres). Comments were requested (during the six week period 20 June – 31 July) using the Council's website, by email or post. All the relevant documentation was made available on the Council's website.

A great deal of interest was expressed and a large number of representations made during 2011, particularly in respect of housing provision and distribution. In recognition of this, a special meeting was held on 14 September 2011 at which interested persons had the opportunity to directly address councillors with their views on the Core Strategy prior to any decisions being made.

3.7 Draft Local Plan for West Oxfordshire (2012)

http://planningconsultation.westoxon.gov.uk/consult.ti/Draft_Local_Plan_2012

The draft Local Plan (previously called the 'Core Strategy') which set out the overall framework to guide future development throughout West Oxfordshire up to 2029, was published for consultation between 7 November to 19 December. The plan was updated to take account of the previous consultation responses, changes to MOD housing requirements at Carterton, transport proposals at Witney, information from the 2011 Census and the Government's newly published National Planning Policy Framework (NPPF).

The following updated documents were published alongside the Draft Local Plan and provided supporting evidence:

Affordable housing and use of a single dwelling threshold - advice on a range of issues and matters relating to the provision of affordable housing through small residential schemes and the application of a single dwelling threshold

Assessment of Strategic Site Options – a detailed assessment matrix of potential strategic development site options on the edge of Witney and Carterton

Draft Infrastructure Delivery Plan – an assessment of the infrastructure requirements in the area which will need to be addressed to support new development

Economy Study Update – an updated review of the local economy, commercial property market and need for additional business land and premises

Habitat Regulations Assessment – an assessment of the potential impacts of the Draft Local Plan on sites that are of international importance for their habitats, flora or fauna (such as Port Meadow, Oxford) as required by European Directive

Housing Land Position Statement – demonstrating a 5 year supply of housing sites are available in the District as required by Government policy

Landscape Planning Review of Strategic Development Options – landscape review of potential strategic development options on the edge of Witney and Carterton

Local Housing Target Paper – explanation of how the Draft Local Plan housing target has been derived

Summary of Development and Infrastructure Strategic Modelling (Transport) - an assessment of potential strategic highway improvements to alleviate traffic congestion in Witney

Supporting West Oxfordshire's Ageing Population – a background paper on supporting older people, including their housing requirements

Sustainability Appraisal – an assessment of the Draft Plan and its policies against social, economic and environmental objectives - incorporates Strategic Environmental Assessment as required by European Directive. Non-technical summary available.

West Oxfordshire Demographic Projections – updated population and housing forecasts using the first results of the 2011 Census

West Oxfordshire Retail Assessment Update – updating shopping study assessing the potential for new shopping development in the District's town centres

In accordance with the Council's Statement of Community Involvement, the consultation arrangements included:

- Notifying everyone on the LDF database with the details of the consultation, including specific and general consultees
- Sending a special edition of 'Creating Futures' to all homes in the District
- Sending printed copies of the draft Core Strategy to all Town and Parish Councils/ Meetings in West Oxfordshire. Adjoining Councils were notified
- Making the full Draft Local Plan and supporting documentation available online, at local libraries, Oxford Library and at the District Council offices
- Holding roadshows, where Officers were in attendance, at Brize Norton, Carterton and Witney
- Displaying unmanned exhibitions at Witney and Carterton libraries and at the Council's Elmfield Offices, Witney. Exhibition material was also made available for use by others
- Displaying posters/notices on public notice boards in each settlement, at supermarkets, libraries, Visitor Information Centres and leisure centres

- Producing a summary leaflet of the Plan which was widely distributed through Parish/Town Councils/Meetings, libraries, Visitor Information Centres and Council Officers
- Displaying site notices on strategic development sites
- Notifying neighbours around strategic development sites (where a planning application had not been submitted)
- Meeting with key stakeholders during consultation eg Carterton schools
- Providing information to input into other towns' and parishes' newsletters and websites
- Making use of social media, including Twitter and Facebook
- Making available a Press Release to enable wider dissemination of information

3.8 Focused consultation on housing issues (2014)

http://planningconsultation.westoxon.gov.uk/consult.ti/Housing_Consultation/consultationHome

In April 2014 the Strategic Housing Market Assessment (SHMA) for Oxfordshire was published. In August the Council published a Local Plan Housing Consultation Paper which effectively set out the District Council's response to the SHMA, including providing an amended housing target and two new strategic development areas (Tank Farm, Chipping Norton, and North Witney).

Consultation on an updated draft of the West Oxfordshire Statement of Community Involvement (SCI) was also undertaken at the same time as the Housing Consultation Paper. Other related, background documents were also published:

Local Plan Sustainability Appraisal (July 2014)
 Infrastructure Delivery Plan (IDP) Update (June 2014)
 Site Assessment Matrix Update (June 2014)
 Analysis of West Oxfordshire Housing Requirement (June 2014)
 Oxfordshire Economic Forecasting – Final Report 2014
 Landscape and visual review of Chipping Norton strategic site option (August 2014)
 Oxfordshire SHMA – Final Report 2014
 SHLAA update 2014 – Full Report

- The Housing Consultation Paper was published for a six week period: 8 August – 19 September 2014
- Everyone on the LDF database was notified with the details of the consultation, including specific and general consultees; those with email addresses (which is the majority) were emailed a Local Plan Update
- An article appeared in 'Creating Futures' which was sent to all homes in the District
- Printed copies of the Housing Paper, SCI and IDP (together with posters for noticeboards) were sent to all Town and Parish Councils/ Meetings in West Oxfordshire. Adjoining Councils were notified
- All the documents were made available online, at local libraries, Visitor Information Centres and at the District Council offices
- Information was made available for Parish magazines, newsletters and websites

- Manned exhibitions were held at Carterton, Chipping Norton and Witney which were widely publicised, including through posters and social media
- Neighbour notification letters were sent to those properties adjoining the proposed Chipping Norton and North Witney Strategic Development Areas (SDAs)
- Full use was made of the on-line consultation portal (which is easily accessed through the Council's website)

3.9 Proposed Submission Local Plan (2015)

www.westoxon.gov.uk/localplan2031

The Council has prepared the pre-submission draft Local Plan 2015 for consultation which will be accompanied by a submission policies map. This has been prepared following the focused housing consultation which was undertaken in 2014. The focused housing consultation attracted a good level of response with comments received from over 500 individuals and organisations. Since this consultation period closed, officers have been analysing the comments and have prepared and commissioned a range of supporting technical evidence.

The comments received and the additional evidence prepared has been taken into account together with the responses received during earlier consultation stages as well as changes to national policy and guidance.

Consultation on the Council's Community Infrastructure Levy (CIL) Draft Charging Schedule will also be undertaken at the same time as the pre-submission draft Local Plan 2031. Other related, background documents will also be published alongside the Local Plan as follows:

- Pre-submission draft Sustainability Appraisal Report, Enfusion (February 2015)
- Infrastructure Delivery Plan (IDP) Update (February 2015)
- Affordable Housing Viability Study, Aspinall Verdi (February 2015)
- Habitat Regulations Assessment (HRA) report, URS (March 2015)
- West Oxfordshire Economic Snapshot, CAG Consultants (January 2015)
- Validation of an Objectively Assessed Housing Need, Cambridge Centre for Housing and Planning Research (January 2015)
- West Oxfordshire District Council Site Assessment Matrix Update (February 2015)
- Landscape and Visual Review of Two Additional Submissions for Witney Strategic Development Options, Kirkham Landscape Planning (January 2015)
- Witney Level 2 Strategic Flood Risk Assessment, Wallingford Hydrosolutions Ltd (February 2015)
- Land north of Witney and West End Link Preliminary Ecological Appraisal, Windrush Ecology (January 2015)

The pre-submission draft Local Plan 2031 is due to be published for a six week period between 27 March and 8 May 2015. In accordance with Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012, the following forms of consultation will take place (in no particular order):

- Everyone on the LDF database is to be notified with the details of the consultation, including specific and general consultees; those with email addresses (which is the majority) will be emailed a Local Plan Update.
- Printed copies of the pre-submission draft Local Plan 2031 will be sent to all Town and Parish Councils/ Meetings in West Oxfordshire. Adjoining Councils will be notified.
- All the documents will be made available on the Council's webpage.
- All documents will be made available at local libraries, Visitor Information Centres and at the District Council offices.
- A public notice will be placed in the Oxford Times.
- An on-line consultation page will be created to allow comments to be submitted directly on-line.

4. HOW MANY RESPONSES WERE RECEIVED AND WHAT WERE THE MAIN ISSUES RAISED?

This section sets out the scale of representations received and the key issues raised at each of the consultation stages. Much of the early work and associated public involvement was undertaken prior to widespread use of electronic communications. Summaries of the main issues raised between 2006 and 2008 are, therefore, included as appendices to this document, whereas subsequent summaries were published and made available electronically on the Council's website – links to these summaries are given below, as well as to the full detail of the comments registered. NB Throughout the local plan preparation, widespread publicity was given to the publication of each of the consultation summaries.

4.1 Seeking initial views and preparation of evidence base (Late 2006/2007)

A broad range of individuals and organisations fed into the early work on the Local Plan and the Sustainable Community Strategy (SCS).

Appendix 2 summarises the main issues raised at meetings with stakeholders. Appendix 3 summarises the comments from Parish and Town Councils. Appendix 4 sets out the consultation responses to the joint work on the Local Plan and SCI and summarises the evolution of the SCS.

4.2 Issues and Options (2008)

A wide range of responses were made which provided a breadth of local knowledge and opinion to help inform the content of the Core Strategy and Site Allocation development plan documents. Approximately 395 comments were received in relation to the consultation; these were summarised and the summary document made available online. The document is reproduced at Appendix 5.

4.3 Interim Position Statement (2009)

Approximately 120 representations to the consultation were received, of which 80 were submitted online. All representations received as hardcopies have been scanned/entered into INOVEM so that all comments can be viewed online, in an effort to improve transparency and efficiency in dealing with the representations.

A summary of the key representations was produced and made available online:

<http://www.westoxon.gov.uk/media/81711/Issues-and-Options-consultation-summary.pdf>

<http://planningconsultation.westoxon.gov.uk/consult.ti/CSInterimFeb09/consultationHome>

4.4 Preferred Approach (2010)

Over 700 responses were received, almost 300 of which were from residents in the Witney area and almost 300 from residents in the Carterton area. The remainder were from a variety of stakeholders, landowners, developers, agents and other residents.

<http://planningconsultation.westoxon.gov.uk/consult.ti/CSPreferredApproach/consultationHome>

4.5 Draft Core Strategy (2011)

Around 700 responses were received. These have been summarised in 5 documents: agents and organisations comments; residents' responses (Carterton area); residents' responses (Witney and other areas); Town and Parish Councils and Meetings comments; and Carterton Strategic Site representations.

http://planningconsultation.westoxon.gov.uk/consult.ti/Draft_Core_Strategy_January_2011/consultationHome

4.6 Opportunities for further comment (2011)

260 representations were made on the Draft Core Strategy. There were more than 160 requests to speak at the special meeting of Full Council, with 89 organisations or individuals finally attending.

http://planningconsultation.westoxon.gov.uk/consult.ti/Draft_Core_Strategy_June_2011/consultationHome

<http://cmis.westoxon.gov.uk/cmisis/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/161/Committee/8/SelectedTab/Documents/Default.aspx>

4.7 Draft Plan for West Oxfordshire (2012)

Within the 6-week consultation period, the total number of respondents was 1,170 and the total number of comments made was 2,006 (a consequence of some respondents raising more than one comment). A small number of follow-up comments were also received after the consultation closed. A large number of the responses received were in the form of 'standard' letters signed but not written by individuals. This included a standard objection to further development at Woodstock, a standard objection to development at East Carterton and a standard letter of support for the Carterton sub-area strategy.

All the comments received were registered and made available to view online. A summary of the representations can be viewed via the following link:

<http://www.westoxon.gov.uk/media/299291/summary-of-responses-consultation-nov-2012.pdf>

In addition, a separate petition of 343 signatures was received from the residents of Brize Norton village objecting to the proposed development of land at East Carterton.

Set out below is a brief summary of the headline issues raised.

Housing

- Housing target is too low and will not meet identified needs
- Need greater clarity on the location of housing in the rural sub-areas
- Affordable housing requirements are too onerous and will render development unviable
- Further clarity needed over the role of 'self-build'
- Need to ensure provision is made for travelling communities

Economy

- A clearer economic vision is needed

- Further allocations of business land are sought at Carterton
- Specific policy sought for the Blenheim estate
- Re-use of buildings policy is out of line with the NPPF

Environment and Heritage

- Coherent vision and strategy needed for the Lower Windrush Valley
- Concern about the viability of development given proposed requirement for renewable energy and low carbon development
- Major concerns about avoiding flood risk
- Need to more fully recognise the environmental constraints of RAF Brize Norton (noise, air quality light etc.)

Transport

- Concerns about capacity of A40 to accommodate more growth
- Potential impact of Shores Green on A4095 and South Leigh
- Stronger action needed to deliver A-road access to Carterton

Witney

- Calls for increased levels of housing growth
- Land at North Witney promoted for 1500 homes
- Need to ensure protection of important gaps on the edge of the town
- Concerns about flood risk and drainage
- Very few objections to West Witney allocation
- Some objections to east Witney proposal including from High Cogges and Shores Green
- Site promoter of east Witney seeking an increase to 450 homes

Carterton

- Support for re-use of MOD land subject to clarification over inclusion of REEMA sites in housing target
- Need for additional employment land to serve the town
- Concern about lack of transport and other infrastructure e.g. leisure
- Concerns about flood risk
- Support for enhancement of Shill Brook but detail needed on how this will be delivered
- Alternative sites promoted to north, north west and west of Carterton

Chipping Norton

- Level of housing should be increased – lack of educational capacity is not a reason to constrain growth
- Should not rely on Neighbourhood Plan to deliver growth
- Various sites suggested for development

Other Sub-Areas

- Standard objection to further development at Woodstock due to lack of infrastructure

- Specific policy and buffer zone requested for Blenheim
- Calls for more and less growth at Eynsham
- Need more detail on distribution of housing in the rural areas

General Comments

- Need to demonstrate compliance with the 'duty to co-operate'.

4.8 Focused consultation on housing issues (2014)

The consultation paper focused on a number of housing related issues including the overall housing target and the strategy and sites expected to deliver it. Views were also sought on other issues including affordable housing and housing mix.

The consultation attracted a good level of response with over 3,000 comments from over 500 individuals and organisations. These ranged from general comments on issues such as traffic congestion and the overall housing target to site-specific issues such as flood risk and traffic impact.

The responses can be viewed online at

http://planningconsultation.westoxon.gov.uk/consult.ti/Housing_Consultation/listresponses

Some of the main issues raised relate to:

Plan Period

The consultation invited views on whether the end date of the new Local Plan should be extended from 2029 to 2031. Responses on this issue were mixed with a general view from Town and Parish Council and members of the public that the plan period should remain at 2029 and a general view from landowners and developers and other Oxfordshire authorities that the plan period should be extended to 2031.

Housing Target

The housing consultation paper proposed a target of 525 homes per annum a total of 9,450 homes in the period 2011 – 2029. This was lower than the 660 homes per annum recommended in the SHMA and the reasons for this were set out in the consultation paper and supporting evidence base.

Unsurprisingly, mixed views were received with most Town and Parish Councils and members of the public considering the target to be reasonable or too high and landowners and developers arguing that the target is too low and would fail to deliver the 'objectively assessed' housing need identified by the SHMA. The other Oxfordshire local authorities also expressed concerns that the Council was not seeking to meet the recommendation of the SHMA in full.

Impact on the A40

A recurring theme throughout the consultation responses received was a concern about the impact of further housing development on traffic levels on the A40. A large number of respondents felt that the proposed increase in housing will exacerbate current problems on the A40 and should not be allowed to go ahead until those problems have been resolved.

Infrastructure Provision

In addition to concerns expressed about the A40, concerns were also expressed more generally about the impact of additional housing development on infrastructure including in particular impact on schools and GP surgeries some of which are already at capacity.

Site-Specific Concerns

The housing consultation paper identified a number of potential housing sites including:

- land to the north of Witney (1,000 homes)
- land to the east of Witney (400 homes)
- land to the east of Carterton (700 homes)
- land at REEMA Central, Carterton (200 homes)
- land to the east of Chipping Norton (500 homes)

Views on three of these sites (East Witney, East Carterton and REEMA Central) had been sought before through the draft Local Plan consultation in 2012. The two other sites (North Witney and East Chipping Norton) were however new site allocations. A large number of comments were received in relation to all of these sites with the exception of REEMA Central, which is less contentious, comprising previously developed land within the built up area of Carterton.

Comments received in relation to the land to the north of Witney focused primarily on flood risk, ecology, landscape impact, the viability of the proposed development and traffic impact.

Comments received in relation to the land to the east of Witney focused primarily on traffic impact, school capacity, viability of the proposed development, surface water run-off, the impact of the new Shores Green junction on High Cogges and concerns about additional traffic through South Leigh.

Comments received in relation to land to the east of Carterton focused primarily on noise, light and air pollution, traffic impact, landscape impact and coalescence with Brize Norton village.

Comments received in relation to the land east of Chipping Norton focused primarily on landscape and amenity impact, surface water run-off, the balance of housing and jobs, traffic impact, the need to develop brownfield sites first, ecology and impact on infrastructure.

5. HOW HAVE THE MAIN ISSUES RAISED BEEN TAKEN INTO ACCOUNT?

5.1 Seeking initial views and preparation of evidence base (Late 2006/2007)

Appendices 3-4 highlight the wide variety of views raised on a wide range of issues through the initial phase of consultation and research. These views fed into emerging priorities for the Sustainable Community Strategy and the Core Strategy. A number of studies were assessed and additional work undertaken to provide further evidence. Four main issues emerged which informed the Issues and Option Consultation.

Emerging issues/priorities	How it was addressed in drafting the Issues and Options consultation document
<p>To sustain vibrant and economically prosperous towns and villages</p> <p>To maintain and improve the health and wellbeing of all residents in West Oxfordshire</p> <p>To further reduce crime and nuisance and fear of crime across the District to improve the quality of life in our neighbourhoods</p> <p>To support and assist young people to make the transition from childhood to adulthood</p> <p>To support the elderly to maintain their independence and health</p>	<p>Main issue: Delivering sustainable communities</p> <p>Supporting evidence: PPG17 report by Strategic Leisure (October 2006)</p> <p>West Oxfordshire Retail Needs Assessment (September 2007)</p> <p>West Oxfordshire Settlement Characteristics (September 2007)</p> <p>West Oxfordshire LDF Sustainability Appraisal Scoping Report (February 2008)</p> <p>West Oxfordshire Futures – Trends and Issues (February 2008)</p>
<p>To support individuals and young families who want to stay in our neighbourhoods</p>	<p>Main issue: Meeting the specific housing needs of our communities</p> <p>Supporting evidence:</p>

Emerging issues/priorities	How it was addressed in drafting the Issues and Options consultation document
	<p>Cotswolds AONB Position Statement on Housing and Development</p> <p>Gypsy and Traveller accommodation needs assessment for the Thames Valley region (September 2006)</p> <p>West Oxfordshire Housing Needs Assessment (2004 update)</p> <p>Oxfordshire Housing Market Assessment (December 2007)</p> <p>Position Statement on Housing Land Supply (September 2007)</p>
<p>To address the specific challenges of living in rural West Oxfordshire in terms of access to services and facilities</p> <p>To campaign to improve the transport infrastructure</p> <p>To support and assist young people to make the transition from childhood to adulthood</p> <p>To support the elderly to maintain their independence and health</p>	<p>Main issue: Improving accessibility to services and facilities</p> <p>Supporting evidence: West Oxfordshire Settlement Characteristics (September 2007)</p>
<p>To keep West Oxfordshire as a clean, beautiful place of high environmental quality whilst seeking to reduce the causes of and adverse impact of climate change</p>	<p>Main issue: Protecting our environment and reducing the impact from climate change</p> <p>Supporting evidence: Conservation Area Appraisals</p>

Emerging issues/priorities	How it was addressed in drafting the Issues and Options consultation document
	Witney Landscape Assessment (November 2007) Oxfordshire Wildlife and Landscape Study (June 2007) West Oxfordshire Design Guide (September 2006) West Oxfordshire Landscape Assessment (July 1998)

5.2 Issues and Options (2008)

Key issues	Main responses	How it was addressed in drafting the Interim Position Statement
<p>Delivering sustainable communities</p>	<p>General preference for a concentration of the majority of growth at Witney, Carterton and Chipping Norton but with recognition that environmental and infrastructure constraints would present barriers to development in some areas.</p> <p>A degree of support for providing some development in smaller settlements in order to sustain the villages and hamlets.</p> <p>If Witney is to expand, a clear preference is shown for the western expansion of the town</p> <p>A recurring theme is the need for the Plan to focus not just on housing and employment but also the wide range of essential infrastructure, including community facilities, green infrastructure, roads and railways, water and sewerage and town centre facilities</p>	<p>Emerging Core Strategic Objectives:</p> <ul style="list-style-type: none"> • Accommodate new development in accordance with the broad strategy of the South East Regional Plan • Provide new development, services and facilities of an appropriate scale and type and in locations which will help improve the quality of local communities and where the need to travel, particularly by car, can be minimised • Locate new residential development where it will best help to meet local housing needs <p>Emphasis given to SE Plan (particularly Policies SP3 and BE4), which states that:</p> <ul style="list-style-type: none"> • The prime focus for development should be urban areas, in order to foster accessibility to employment, housing, retail and other services, and avoid unnecessary travel • The role of small rural towns as local hubs for employment, retailing and community facilities and services should be supported and reinforced • Sufficient housing development (especially for affordable housing) to meet identified needs in small rural towns should be provided where this would reinforce and develop the distinctive character and role of the town <p>Broad spatial options for accommodating the required additional housing are set out, highlighting constraints and opportunities and</p>

Key issues	Main responses	How it was addressed in drafting the Interim Position Statement
		<p>including a summary of the main consultation responses</p> <p>Emerging strategy:</p> <ul style="list-style-type: none"> • Witney will be the principal focus for new development of at least 3,000 new homes, new employment, services and facilities • At Witney, the development and redevelopment of land west of Deer Park Road will be the main area for growth (to include, new homes, employment opportunities, schooling, local shopping, community, health and leisure facilities, green space, supporting transport infrastructure and biodiversity enhancement) • Elsewhere, most new housing and employment will take place in towns and villages with a range of services and facilities, in particular Carterton will have about 20% of the housing allocation (approx. 1,500 dwellings) and Chipping Norton about 10% (approx. 800 dwellings). For the remainder of the District, the proportion is still to be determined
Meeting the specific housing needs of our communities	<p>86% of those responding about affordable housing supported the existing affordable housing planning policy approach</p> <p>There were split views on whether sites should be allocated in the villages solely for affordable housing</p> <p>No new sites were identified for Gypsies but one for travelling showpeople</p>	<p>Emerging Core Strategic Objective:</p> <p>Plan for an appropriate mix of new residential accommodation which provides a variety of sizes, types and affordability with special emphasis on the provision of homes for local people in housing need who cannot afford to buy or rent at market prices, as well as homes to meet the varying needs of older people</p> <p>The options for increasing affordable housing supply are set out</p> <p>Emerging approach:</p>

Key issues	Main responses	How it was addressed in drafting the Interim Position Statement
		<ul style="list-style-type: none"> • Taking into account the housing needs of the area and subject to the economic viability of the proposed development, up to 50% of proposed dwellings on all qualifying sites will be affordable housing • Developers will be expected to provide 50% affordable dwellings on sites with a low existing use value, unless it can be demonstrated that the provision of essential infrastructure associated with delivery of the proposed development, would be make the overall scheme unviable • Level of future provision for travelling communities to be established through the partial review of SE Plan which will form the basis to local approach
Improving accessibility to services and facilities	<p>56% of responses supported a steady growth approach to the local economy. Only 9% called for a higher level of economic growth in the District</p> <p>Strong support was given to the use of a more flexible approach to the provision of small new employment sites in smaller villages to support rural diversification</p> <p>61% of responses wished to see the provision of one or more park and ride sites to serve Witney</p> <p>The continued provision of free car parking</p>	<p>Emerging Core Strategic Objectives:</p> <ul style="list-style-type: none"> • Ensure that land is not released for new development until the appropriate level of supporting infrastructure and facilities is secured • Achieve sustainable economic growth which improves the balance between housing and local jobs, provides a diversity of local employment opportunities, and flexibility to adapt to changing economic needs • Achieve a prosperous and sustainable tourism economy • Promote safe, vibrant and prosperous town centres and resist proposals that would damage their vitality and viability or adversely affect measures to improve the centres • Promote opportunities for local travel to be made on foot, by cycle and by public transport • Maintain or improve where possible the health and wellbeing of

Key issues	Main responses	How it was addressed in drafting the Interim Position Statement
	<p>was seen as an important issue by many. 59% of responses did not wish to see a change in the way the town centre car parks are managed</p>	<p>West Oxfordshire's residents through increased choice and quality of shopping, leisure, recreation, arts, cultural and community facilities</p> <ul style="list-style-type: none"> • Improve access to services and facilities without unacceptably impacting upon the character and resources of West Oxfordshire <p>The options for delivering employment land are set out, highlighting constraints and opportunities and including a summary of the main consultation responses</p> <p>Emerging approach:</p> <ul style="list-style-type: none"> • Most economic growth will be directed to the towns and larger villages where the need to travel by private car can be reduced • A minimum of 10ha of employment land will be provided to the west of Witney as part of a mixed use urban extension. Further site provision will be considered through the Site Allocation process • Criteria based policies will encourage, where appropriate, the modernisation of existing employment sites, the adaptation and expansion of existing businesses, and also the provision of new sites through rural diversification • Visitor-related proposals will be encouraged which add to sustainable rural prosperity and respect and enhance the intrinsic qualities of the District • Provision of further significant shopping development and other town centre uses will reflect the 'town centre first approach'

Key issues	Main responses	How it was addressed in drafting the Interim Position Statement
		<p>when identifying additional sites and the Town Centre Hierarchy (Principal town centre: Witney; Primary town centres: Carterton, Chipping Norton; Secondary town centres: Burford, Woodstock). Land will continue to be identified in Carterton town centre to improve the range of facilities</p> <ul style="list-style-type: none"> • The loss of local shops and community facilities will be resisted and new provision of shops serving local needs will be supported where appropriate • Land for a range of proposed highway schemes will be safeguarded from development, including the Cogges Link Road and the West End Link Road
<p>Protecting our environment and reducing the impact from climate change</p>	<p>Widespread support for protection and enhancement of the area's natural and built environment, including through: protecting the historic landscape and built heritage; conserving and enhancing landscape quality and character; and protecting and enhancing biodiversity</p> <p>80% of responses supported seeking funding, where possible, from new development to focus improvements within biodiversity target areas</p> <p>76% agreed that higher standards of sustainable design and construction should be applied to new developments in West</p>	<p>Emerging Core Strategic Objectives:</p> <ul style="list-style-type: none"> • Conserve and enhance the high environmental quality of West Oxfordshire with protection and promotion of its diverse landscape, wildlife and habitats, and its local cultural, heritage and environmental assets • Reduce the causes of and adverse impacts of climate change, especially flood risk • Improve the sustainable design and construction of new development, including improving energy, water efficiency and water management • Ensure that new developments are located and design to protect and enhance the individual form, character and identity of our towns and villages as well as contributing to the quality of life in West Oxfordshire

Key issues	Main responses	How it was addressed in drafting the Interim Position Statement
	<p>Oxfordshire</p> <p>In terms of decentralised, renewable and low-carbon energy generation, solar and wind were seen as being particularly sources which should be promoted locally. 54% of responses believed specific areas should be identified for energy generation and 68% wanted a target set for on-site generation in new development.</p>	<p>Emerging approach:</p> <ul style="list-style-type: none"> • All development proposals should incorporate a high standard of sustainable design and construction, optimising energy and resource efficiency and delivering a proportion of renewable or low-carbon energy on site • New development will be designed and located to be resilient to future climate change • The council will work with partners to promote, encourage and raise awareness of water, resource and energy-efficient measures and renewable energy, in both existing and new developments • Proposals for renewable energy developments of a scale appropriate to the West Oxfordshire context will be considered favourable • Standards for sustainable design and construction and targets for renewable energy will be set. Opportunities will be sought to achieve high standards/targets, where these are viable and deliverable • Policies for conserving and enhancing the environmental assets of West Oxfordshire will be included • Expansion of our rich biodiversity resource will be concentrated in Biodiversity Conservation Target Areas where the restoration and enhancement of habitats would have the greatest benefit

5.3 Interim Position Statement (2009)

Key issues	Main responses	How it was addressed in drafting the Preferred Approach
<p>Delivering sustainable communities – the Spatial Strategy</p>	<p>There were mixed views in relation to the spatial strategy</p> <p>There was general support for the principle of directing growth to the main service centres where there is a range of services and facilities. The need to provide additional community and transport infrastructure to support such growth was emphasised by many, particularly for Witney and Carterton where limited capacity on the local road networks was repeatedly highlighted</p> <p>A great deal of concern was expressed about the coalescence of the main service centres with surrounding rural settlements as a result of further development</p> <p>The dispersal of some residential and employment development to smaller settlements was seen by many as an important factor in supporting the viability of rural villages</p> <p>A number of specific sites at Witney, Carterton and Chipping Norton were put forward as being in line with the emerging plan</p>	<p>In line with much of the consultation response and work being undertaken on the Sustainability Appraisal, the main potential for sustainable development continues to be the three largest towns and main service centres of Witney, Carterton and Chipping Norton. Strategic sites are identified at each of the towns</p> <p>The Preferred Approach also emphasises how it is vital that sufficient development of an appropriate scale and type is delivered in other towns and villages which possess some services and facilities, especially a primary school, to meet local housing and employment needs</p> <p>The District is divided into sub-areas related to the nine service centres to show, in particular, the proposed distribution of housing development which is drawn from technical assessments of housing potential (published as the Strategic Housing Land Assessment 2009) and consultation responses, as well as workshop discussions</p> <p>Three strategic development sites will form part of the preferred strategy so far:</p> <ul style="list-style-type: none"> • Land to the west of Witney (including land reserved in the adopted local plan to meet future needs) • Land off Swinbrook Road, Carterton (as allocated in the adopted local plan) • Land to the east of Chipping Norton (including land allocated in the adopted local plan)

Key issues	Main responses	How it was addressed in drafting the Preferred Approach
	<p>strategy. A number of representations were received in relation to Carterton, in particular, some advocating development sites and the strengthening of the town's role, others expressing concern about the town's growth</p> <p>A number of villages were identified as having land capacity and existing services and facilities to support additional limited growth such as Eynsham, Long Hanborough, Stonesfield and Kingham</p>	<p>There is a need for flexibility and continuity in longer term planning to ensure a robust strategy and to demonstrate that housing targets will be achieved.</p> <p>An additional strategic development site will be investigated.</p> <p>In response to Carterton Town Council's and Carterton Fast Forward's representations, the District Council will investigate the identification of a further strategic site at Carterton, looking at possible urban extensions to the north, east and west of the town (each capable of accommodating about 1000 homes). Development to the north had already been suggested by landowners/developers, assessed by the Council and found to have considerable constraints eg potential impact upon the rural road network with significant junction and highway improvements required to provide capacity, accessibility to existing services and mineral sterilisation/buffer areas. (The Town Council would like Carterton to grow from the present 15,000 to 20,000 population to strengthen the viability of the community and improve infrastructure).</p> <p>Further investigation will also be given to a potential strategic site at Witney North – farmland between the Hailey and Woodstock Roads</p> <p>Elsewhere, a range of new housing will provide choice in both type and location, with particular emphasis on provision of accommodation for older people and newly forming household</p>
Meeting the specific housing needs of our communities	There were mixed views expressed in relation to the affordable housing target. Some consultees felt that a 50% target was appropriate for delivering affordable housing and meeting local needs. Others considered	Studies into affordable housing viability were undertaken. Taking their findings into account, plus consultation responses and regional policies, an overall target of at least 40% of all new homes to be affordable housing is the preferred approach. It is suggested that all new housing proposals, subject to individual site viability, should be eligible to make a

Key issues	Main responses	How it was addressed in drafting the Preferred Approach
	<p>50% to be too high and that it should be brought down in line with national and regional strategies</p> <p>The Friends, Families and Travellers and Traveller Law Reform Project emphasised the importance and urgency of bringing forward sites for the travelling communities</p>	<p>contribution, either on-site or through a financial contribution, irrespective of site size</p> <p>Identification of sites for the travelling communities will not be quick and is best addressed through a Site Allocation Document. In the meantime, a criteria based policy should ensure that new sites can be considered and come forward for development</p>
<p>Sustainable communities with access to services and facilities</p>	<p>The most support was for steady economic growth, although there was some variation between the views of the main town councils with Carterton preferring higher growth and Witney and Chipping Norton preferring steady growth</p> <p>There was general support for the growth of towns, in order to strengthen their roles as service centres and to enable town centres to prosper</p> <p>The need for residential growth to be balanced by employment provision and the necessary supporting infrastructure was highlighted by many, with particular emphasis on the pressure on local labour and housing supply and the potential issue of increased long distance commuting and associated congestion, poor air quality, etc</p>	<p>A 'smart growth' approach to employment development has emerged in response to consultation feedback. This intends to limit the amount of commuting by focusing economic development in the most accessible locations, as well as being consistent with the broad spatial strategy. The emerging approach to employment development is a hybrid between the options for indigenous and steady growth, with a commitment to 10ha of employment development at Witney and employment opportunities within the Chipping Norton strategic development area, while supporting development elsewhere in the District through criteria based policies</p> <p>Existing town centre policies will continue but with proposals to expand the defined centres in Witney and Chipping Norton</p> <p>The general principle of sustainable development will be continued: locating as much new development as possible in locations where there will be access to a reasonable range of services and facilities and where the need to travel, particularly by private car, can be minimised</p> <p>Oxfordshire County Council is working on a new Local Transport Plan.</p>

Key issues	Main responses	How it was addressed in drafting the Preferred Approach
	<p>Flexibility in the market for employment premises was seen as a key aim amongst some consultees, improving the ability of local businesses to respond to changes in the market and economy</p> <p>The limited capacity in the local transport infrastructure was seen as a constraint to growth in the District and was considered as a reason for pursuing lower levels of growth amongst some consultees</p>	<p>The section on transport infrastructure will reflect current County Council policy but will be updated in the Core Strategy to reflect the emerging new Transport Plan</p> <p>The provision of adequate and timely infrastructure is an essential part of the delivery of sustainable development. Infrastructure which will help support exiting and new communities will be delivered by:</p> <ul style="list-style-type: none"> • Retaining and strengthening existing local services and facilities and adding to their range and effectiveness wherever possible • Ensuring that appropriate supporting infrastructure will be available to meet the needs of new development • Addressing existing deficiencies which adversely impact upon the quality of life <p>The approach on infrastructure funding in general will partly be dependent upon whether the s106 approach will be substantially changed by the proposed Community Infrastructure Levy</p>
<p>Protecting our environment and reducing the impact from climate change</p>	<p>There was general support for the proposed approach to environmental issues but with particular emphasis by many on the need to: protect areas of flood risk; safeguard green space; secure high quality development through good design; and provide and manage networks of multi-functional greenspace</p> <p>In terms of renewable energy and sustainable construction techniques, there were mix</p>	<p>The preferred approach incorporates concerns made and comments received and generally reflects national policy through:</p> <ul style="list-style-type: none"> • Mitigating the effects of, and adaption to, climate change through the reduction of greenhouse gas emissions, the use of renewable energy, avoiding areas at risk of flooding, etc • Protecting and enhancing the natural and historic environment • Ensuring high quality development through good and inclusive design and the efficient and prudent use of resources • Protecting and enhancing landscapes, wildlife, species and habitats and natural resources and the promotion of biodiversity

Key issues	Main responses	How it was addressed in drafting the Preferred Approach
	<p>views. Some planning agents felt there was no need for a local policy approach as Government policy was sufficient, other organisations supported the inclusion of local policies and targets</p>	<p>Consultants were employed to assess the potential for decentralised and renewable or low carbon energy in the District and the possible policy approach for climate change and sustainable design and construction. This assessment – known as the ‘CAG Study’ – together with consultation responses, was used to inform the Council’s approach</p>

5.4 Preferred Approach (2010)

Key issues	Main responses	How it was addressed in drafting the Draft Core Strategy
<p>Delivering sustainable communities – the Settlement Strategy</p>	<p>Focusing the majority of development on the three main towns, with some development of an appropriate scale in the rural areas to help meet local needs, continued to receive the most support</p> <p>A number of representations (particularly from agents putting forward sites in our smaller settlements) called for the District housing numbers to be increased and/or more widely distributed</p> <p>Concentrating development at Witney and Carterton was highlighted as an issue by some due to their proximity to one another, the impact on surrounding villages and countryside and the impact on the congested A40</p> <p>A number of people and organisations questioned the need for and/or ability of West Oxfordshire to support the level of growth proposed, referring in particular to inadequate infrastructure and poor transport connections</p>	<p>The findings of the sustainability appraisal and the general support received through the consultation phases, favours the continuation of the settlement strategy for delivering sustainable communities. A more dispersed strategy is likely to necessitate significant expenditure on new or improved infrastructure (which could prove extremely difficult to secure within a reasonable timescale). The thresholds for services and facilities is also an issue, eg many schools in the rural area are at capacity but the levels of housing development necessary to support a new school or extension would be inappropriate and out of scale for many communities. Travel by sustainable modes is more difficult to achieve through a dispersed approach</p> <p>Witney, Carterton and Chipping Norton are the most sustainable settlements in West Oxfordshire. Focusing much of the growth here provides, for example, an opportunity to help address infrastructure requirements and meet housing needs</p> <p>Until now the spatial strategy and level of development proposed largely reflects the SE Plan. During 2010 a number of announcements were made by the Coalition Government that affect planning, including the intention to abolish Regional Strategies and for local planning authorities to have responsibility for establishing the right level of development in their areas. The scale and broad distribution of future new homes becomes a fundamental decision for West Oxfordshire</p>
<p>Meeting the specific</p>	<p>Only a limited number of comments were</p>	<p>New homes to meet the needs of smaller households, including an</p>

Key issues	Main responses	How it was addressed in drafting the Draft Core Strategy
<p>housing needs of our communities</p>	<p>made on this issue.</p> <p>The need to provide suitable housing for older people and the consideration of building flats to address the increase in single person household were specifically raised. A number of agents/developers did not want to see a policy on housing type and mix, saying each site should be judged on its merits</p> <p>Some agents/developers expressed concern about the emerging policy on affordable housing, saying it is contrary to regional and national policy, the provision is too high, the threshold is too low, it is too detailed and does not provide enough flexibility for consideration of viability</p> <p>The Friends, Families and Travellers and Traveller Law Reform Project welcome the attention being given to the travelling communities but again calls for work on site identification to begin</p>	<p>increasing number of older residents, is highlighted at a national level, is a particular issue to be addressed in West Oxfordshire and has been identified throughout the plan production stages</p> <p>Assessments of Oxfordshire Housing Market and West Oxfordshire's Housing Needs, plus the Sustainable Appraisal, underpin the emerging plan's approach to affordable housing. The assessments show a significant shortfall of affordable housing, one that is forecast to increase over time, particularly if the percentage of affordable housing sought on residential land was not increased</p> <p>Increased emphasis on taking account of the housing needs of the area and the economic viability of the specific development proposals, may reassure the development industry</p> <p>The need for new accommodation for the travelling communities will be emphasised and a criteria-based policy used to help bring sites forward. Specific site identification will be undertaken if required</p>
<p>Sustainable communities with access to services and facilities</p>	<p>The emerging approach on the economic strategy was generally supported. Achieving a better balance between jobs and labour supply was highlighted by many, as was the need to</p>	<p>Overall, the strategy will continue to seek to support businesses in West Oxfordshire by retaining land for employment in sustainable locations (where it can best be served by transport and communications infrastructure) and enabling businesses to grow and expand through a</p>

Key issues	Main responses	How it was addressed in drafting the Draft Core Strategy
	<p>improve infrastructure, particularly road infrastructure to support growth (with repeated reference to A40 congestion) and communications technology. The ability of local businesses to respond to the market and enable flexibility was also noted with concerns that lower growth would unnecessarily constrain the economy</p> <p>Greater recognition is called for in relation to the role of tourism to the wider economic, social and cultural structure of the area</p> <p>Approach to town centres and shopping is generally supported but a number of organisations ask for recognition to be given to town centres being more than shopping centres</p> <p>In term of infrastructure, a recurring theme to the responses is the need to secure infrastructure to support the growth proposed. Examples include, road improvements, rail, footpath and cycleways, public transport, car parking management, policing and the sewerage system</p>	<p>positive and flexible policy framework. Additional employment land will provide flexibility for business expansion, relocation and inward investment opportunities. There is the potential to reduce commuting to other areas</p> <p>As a largely rural area, a specific policy for farm and country estate diversification is considered appropriate. These areas form an important component of the tourism economy. A specific policy promoting sustainable tourism would also help clarify the wider role of this sector. This will, in part, overlap with the emerging approach on town centres, where there will be a town centre first approach. Emphasising hotels, conference facilities, theatres, restaurants, etc will clarify that town centres are areas of mixed use, not just retailing</p> <p>A core objective of the plan is to ensure that land is not released for new development until the appropriate level of supporting infrastructure and facilities is secured. Work on establishing infrastructure constraints and requirements is on-going, particularly in relation to the more detailed assessment of the sub-areas and site-specific proposals. This builds upon discussions with infrastructure providers from the outset of the plan's production and also reflects the Oxfordshire Local Investment Plan March 2010, prepared by the Oxfordshire Spatial Planning and Infrastructure Partnership</p>
Protecting our environment and	A large number of disparate comments were received relating to environmental issues	Minor changes to the emerging policies on the environment and climate change would address many of the issues raised through consultation

Key issues	Main responses	How it was addressed in drafting the Draft Core Strategy
<p>reducing the impact from climate change</p>	<p>The importance of West Oxfordshire's historic and natural environment was highlighted by many and the need to protect this from inappropriate development</p> <p>More regard to the area's rich archaeological and architectural heritage is called for by some. English Heritage and Blenheim Estate both wish to see a specific policy addressing the importance and complexity of the Blenheim World Heritage Site</p> <p>Overall, comments in relation to renewable energy and sustainable design and construction were generally in support. A number of suggestions for detailed additions/amendment to policy were put forward eg addressing water demand management, making use of locally produced renewable materials, setting a target for CO2 emissions reduction, calling for higher standards to be used and to be introduced sooner. Conversely, some developers said that the approach was contrary to Government targets</p> <p>Some detailed but minor changes from</p>	<p>Government policy and guidance on the historic environment, including World Heritage Sites, are considered to be comprehensive; a local policy is not considered necessary</p> <p>Consultants were employed to assess the potential for decentralised and renewable or low carbon energy in the District and the possible policy approach for climate change and sustainable design and construction. This forms the basis of the emerging policy approach</p>

Key issues	Main responses	How it was addressed in drafting the Draft Core Strategy
	<p>specialist consultees were highlighted in relation to biodiversity but in general the approach was supported.</p> <p>Increased emphasis on natural green space, green infrastructure, woodland, sustainable drainage, water quality and flooding are all asked for</p>	
Strategy at the local level		
Witney	<p>Consultation responses largely focused on possible strategic development sites The Preferred Approach identified land to the west of Witney, including land reserved in the Local Plan, as the most sustainable and deliverable urban extension. General support has been received for this proposed strategic development area in the Downs Road area</p> <p>Comments were also received on a Witney North option. Strong opposition was received from local residents, particularly from the northern areas of the town and from Hailey, although some support was received, primarily because North Witney is seen as the means of improving the town's road infrastructure through delivery of the West End Link and potentially addressing surface water issues. The potential developers of the site argued</p>	<p>Consultation responses and the results of the Sustainability Appraisal identify land to the west of Witney as the most sustainable and deliverable option to meet needs</p> <p>In terms of North Witney, on the basis of current evidence (inadequate infrastructure and scale of local needs in particular) and consultation feedback, there is little justification for inclusion of development within North Witney as part of our local housing target. Progress in the delivery of transport schemes in the town will be monitored, with the need for alternative or additional schemes kept under review alongside the longer term development needs of Witney</p> <p>In order to address some of the consultation responses the strategy for Witney will include the need: to continue to work with Oxfordshire County Council to deliver improvements to the highway infrastructure, with priority on delivering the Cogges Link Road and the A40/Downs Road junction; to avoid development which will increase the risk of flooding and work with partners to deliver flood mitigation measures; protect and enhance the market town character and setting of the</p>

Key issues	Main responses	How it was addressed in drafting the Draft Core Strategy
	<p>that North Witney is more appropriate/sustainable than the Carterton options and more sustainable than West Witney and “could help to deliver the West End Link”</p> <p>Key issues raised in relation to North Witney include: impact of additional traffic, flooding, impact of development and West End Link on biodiversity, water table, pollution, loss of identity of surrounding villages</p> <p>Key issues raised in relation to Witney’s growth in general include: inadequate infrastructure, including parking, roads, doctors, hospital, town centre facilities, and limited local employment opportunities leading to further commuting and congestion</p>	<p>town; to ensure that new development makes appropriate and timely provision for new education, health, green infrastructure and other community facilities</p>
Carterton	<p>Consultation responses largely focus on possible strategic development of the town</p> <p>Two potential areas for large scale development, beyond the existing site commitments, were tested through the Preferred Approach (a third option of land to the north having been ruled out through the Sustainability Appraisal):</p>	<p>Carterton Town Council, and others, are keen to see expansion of the town and additional improvements in infrastructure. Further significant growth in the town will help to make existing services and facilities more viable but the extent of any improvements to local infrastructure is unclear</p> <p>Remaining development potential within the town boundary is limited. Any further significant expansion of the urban area could further impact upon nearby villages and their setting</p>

Key issues	Main responses	How it was addressed in drafting the Draft Core Strategy
	<ul style="list-style-type: none"> • Carterton East • Carterton West <p>Submissions have been received from landowners/developers for the land to the north, east and west of Carterton. The majority of responses from local residents came from people living outside Carterton who generally opposed expansion of the town. Some 150 responses came from Brize Norton and Shilton with about 100 responses from Alvescot and nearby parishes. Responses were received from 27 Carterton residents who mainly preferred expansion to the east rather than to the west. The Council's assessment and rejection of the northern option received overall support. Oxfordshire County Council felt that there was a need for an understanding of the implications of the changes taking place at RAF Brize Norton but that if a strategic site is to be pursued their preference would be for land to the east.</p> <p>Key issues raised include: East – flooding, traffic through Brize Norton and Minster Lovell, inadequate sewerage and drainage system, coalescence, light and noise</p>	<p>Land to the east is the best location for access to the bus services and the road network towards Witney and Oxford. However, the extent of land available for development is limited and it is unclear whether a sustainable community could be delivered. If new housing is built on this land there is a need for a new primary school because of the distance from existing schools but the viability of a new school and any other supporting services has yet to be established. In addition there may be excess capacity in Carterton's older schools, even after meeting RAF needs, which the County Education Authority may need to address. Much of the land to the east is at a higher level than Brize Norton village and is prominent in views to and from the village. The landowners' suggested masterplan proposes an extension to the Kilkenny Country Park to wrap around the new development and to create a new buffer between Carterton and Brize Norton village.</p> <p>Land to the west is the only option that has potential to accommodate a mixed use development of 1,000+ dwellings. New urban development here would have a significant impact on the character of the area and its highway network. Major investment would be required (both public and private) to achieve satisfactory sustainable development. Funding would be needed for at least one bridge across the valley, off-site highway improvements (especially Alvescot Road), enhancement of the valley as a green infrastructure/biodiversity resource and for a new landscape structure to satisfactorily assimilate new development in this prominent location. The amount of planning and investment necessary means that development here would only be likely take place in the medium-longer term (certainly post 2016)</p>

Key issues	Main responses	How it was addressed in drafting the Draft Core Strategy
	<p>implications of RAF Brize Norton, country park extension, inadequate employment opportunities, more suitable for commuting West – long term potential for expansion, encroachment on villages, run-off and flooding traffic on rural road system and through town, impact on Conservation Areas, inadequate employment opportunities</p>	<p>The expansion of RAF Brize Norton is a significant complicating factor. The implications for the Carterton area have yet to fully emerge, particularly in terms of traffic, new buildings and use of the existing spare capacity in the schools. An assessment of this then needs to feed into an assessment as to whether an urban extension at Carterton would deliver sustainable development and be of overall benefit to the local area</p> <p>In terms of housing delivery, land supply and the provision of more affordable housing the inclusion of a strategic site in the Carterton area will ensure a more robust strategy with less reliance upon the emergence of unidentified windfall sites which cannot be counted when assessing the District's requirement to maintain a 5 year housing land supply. This needs to be balanced against the challenges posed in seeking to satisfactorily accommodate further strategic growth in this area. Further research, assessment and consultation is required</p>
Chipping Norton	<p>There is general support for the identification of the town as a District Service Centre. The Town Council, while feeling that the level of housing growth is more than desired, say this may be necessary to retain current level of services and facilities (and to help increase them) and provide affordable housing for young people</p> <p>Traffic speed and volumes, particularly by HGVs through the town centre, is an issue</p>	<p>Oxfordshire County Council's views on the emerging planning approach for Chipping Norton reflect those of the District Council whereby they would support a scale of growth which helps reinforce the role of the town as a local hub for employment, retailing, community services and facilities which help to meet identified housing needs. They would, however, have concerns if the level of housing proposed generated demands for services which placed unacceptable pressure on existing infrastructure, but was not to a scale that would justify and/or fully fund new facilities</p> <p>The Sustainability Appraisal of the Chipping Norton Strategic</p>

Key issues	Main responses	How it was addressed in drafting the Draft Core Strategy
	<p>repeatedly raised, especially in light of the Air Quality Management Area. The need for local employment opportunities is also emphasised by many</p> <p>Concern, including by the County Council, is expressed about inadequacy of local education provision and facilities</p> <p>Banner Homes are promoting additional land for housing on the edge of the town, saying the mixed use proposed strategic development area (SDA) lying north and south of London Road (to the east of the town) is not large enough to accommodate the scale of development and range of uses envisaged. Willstow Development are also seeking an extension to the SDA. Some local people say preference should be given instead to mixed uses of certain sites within the town such as the old hospital, ambulance station and Castle View</p>	<p>development option identifies the east of the town as being the most sustainable, although it does highlight that the impact on landscape character and the historic environment and surrounding countryside will need to be carefully managed and mitigated</p> <p>The consultation responses, in particular the concerns about the ability of the SDA to provide supporting infrastructure, resulted in further investigation. The County Education Dept has reassessed its school requirements and has concluded that, although desirable, a new primary school is unlikely to be deliverable on the basis of modest growth at Chipping Norton. Without a new primary school the proposed development area may now be considered 'non-strategic'. In the absence of a strategic designation, any further development proposals in this area will be assessed against the overall strategy and its policies, along with the availability of local infrastructure</p> <p>Reflecting the consultation responses, the strategy for Chipping Norton will specifically identify the importance of the town's landscape setting and heritage assets, the need to reduce through traffic, especially lorries, and the expansion of employment opportunities. Priority will be given to the reuse/redevelopment of the former health and older people's accommodation off Spring Street</p>
Rural Areas	<p>The main comments on the rural areas relate more to concerns over the impact of the proposed spatial strategy and, in particular, the expansion of the three main towns. Recurring themes include the need: to prevent</p>	<p>An important part of the strategic site assessment has been the consideration of issues such as landscape impact, traffic implications and effects on the surrounding area</p> <p>The exploitation of minerals has a major impact upon the quality of life</p>

Key issues	Main responses	How it was addressed in drafting the Draft Core Strategy
	<p>coalescence; to maintain the integrity and appearance of villages; give careful consideration to mineral extraction</p> <p>A number of developers/landowners have put forward sites for development in the rural areas. Some have explained that the settlements are already sustainable enough to take such growth, others suggest that increasing the population will make services and facilities more viable</p>	<p>of local communities and the environment in general. This should be recognised in the plan. However, the minerals strategy for Oxfordshire is the responsibility of the County Council. The Plan should identify safeguarded areas of mineral deposits</p> <p>While development will tend to be focused on the three main towns of the District, there will continue to be development elsewhere in accordance with the emerging policies. This plan only identifies strategic sites; the subsequent Site Allocations Document will consider the merits of smaller scale sites, both in the three main settlements and the rural areas</p>

5.5 Draft Core Strategy and Opportunities for further comment (2011)

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
Vision and Strategy	<p>There was widespread concern from the development industry that the amount and distribution of housing proposed is significantly below what is required to meet housing and community needs and that the strategy gives little weight to the Government's growth agenda. The methodology for assessing housing requirements is criticised</p> <p>Many local residents express concern about the overall scale of growth particularly because of its impact on quality of life and the environment</p> <p>Mixed views were made in relation to the provision of housing in the rural areas: some wish to see only limited growth, whereas others see development as a way of retaining services and facilities. Several Parish Councils support the principle of dispersed growth, including Alvescot, Black Bourton, Clanfield, Kencot and Langford. Landowners/developers promoting sites in rural areas object to the spatial strategy focusing too much on the three main towns</p>	<p>The Plan's vision and strategy has emerged after several years of on-going stakeholder engagement, evidence gathering and public consultation. Taking account of previous representations, the findings of various technical studies, assessments and Sustainability Appraisal (SA) undertaken throughout, the Council considers that the emerging plan strikes a balance between the need to accommodate growth and stimulate economic activity, with the need to protect and wherever possible enhance West Oxfordshire's distinct and high quality environment.</p> <p>The plan continues to focus the majority of development at the three main towns of Witney, Carterton and Chipping Norton. This approach has received the most support throughout the consultation process and performs best when assessed through Sustainability Appraisal (SA). An updated SA has been undertaken and the 'three town' approach is considered to remain the most sustainable solution for accommodating future growth in West Oxfordshire</p> <p>The vision for West Oxfordshire will be amended to clarify that some development outside of the three main towns will be necessary to sustain the more rural areas of the District. The role of localism and neighbourhood plans will also be emphasised</p> <p>In terms of the overall housing requirement, the proposed level takes account of the need to increase housing supply, provide for economic growth and tackle housing affordability, but is balanced with the likely</p>

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
	<p>Some call for a redistribution of growth away from the congested A40 corridor and Woodstock and Chipping Norton. Others say the focus should be shifted to the Eynsham/Woodstock subarea as this would allow an easy commute to Oxford by public transport</p> <p>A number of representations highlight the role of localism and neighbourhood plans in planning settlements' futures</p>	<p>capacity of existing and planned infrastructure, the availability of suitable housing sites and the need to achieve a 'sustainable' level of development for the District.</p> <p>A lower target would be below previous trends of housing delivery and would fall short of identified levels of housing need and demand. It would not be as effective in boosting housing supply and addressing affordability and would limit the opportunity to provide new or enhanced infrastructure. Importantly it would be inconsistent with the South East Plan which remains a material consideration.</p> <p>A higher target, whilst presenting the opportunity to boost housing supply and meet a greater proportion of identified housing need and demand, is likely to put existing and planned infrastructure under greater pressure and have potentially negative sustainability impacts as more undeveloped, greenfield land would need to be released for development.</p>
Strategy at the local level		
	<p>By far the majority of the representations made during 2011 relate to the location of development, in particular housing, and especially to the identification of Strategic Development Areas in Witney and Carterton</p>	<p>The emerging plan identifies a clear vision and objectives for the future that will be delivered through a logical, justifiable strategy based on accommodating growth where it is most needed and able to be provided in a sustainable manner. This approach has been generally supported through the consultation process.</p> <p>One of the most contentious aspects of the strategy is the location of new housing in the District, in particular the various alternative site options being promoted on the fringes of Witney and Carterton. By far the majority of consultation responses are in relation to development site proposals.</p> <p>In light of the importance and sensitivity of this issue, considerable resources have been put into ensuring an extremely robust process of</p>

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
		<p>site assessment has been applied in order to identify the most appropriate and sustainable solution. The strategic sites that have been allocated in the strategy are the ones that perform the best in overall terms when considered and tested relevant criteria</p>
Witney sub-area	<p>There is general support for the planned approach for the Witney sub-area, although a number of recurring issues are raised, including the need to:</p> <ul style="list-style-type: none"> Provide local jobs to reduce commuting, especially to Oxford Provide a solution to address traffic movement/congestion within the town and adverse impacts on the surrounding villages such as Crawley, Hailey and Minster Lovell Improve the pedestrian and cycle network and facilities Improve recreation and leisure facilities, especially allotments, and protect areas of open space <p>There is general support for improvements to the Shore's Green junction, with or without the proposed Cogges Link Road (CLR)</p> <p>Mixed views were expressed on the CLR, as many in favour as opposed</p> <p>A variety of views were made on the West End Link. Some emphasised the importance of</p>	<p>In accordance with the overall strategy and with the general support throughout the consultation phases to date, Witney will be a focus for housing and employment growth over the plan period. Because development opportunities within the town are relatively limited, there is a need to develop on the fringe of the town on undeveloped greenfield land. Throughout the development of the plan, several options for growth have been consulted upon and tested through Sustainability Appraisal, including land to the north, east, south and west of the town. Having regard to consultation responses and Sustainability Appraisal, the draft Core Strategy allocated land to the west of Witney for about 1,000 homes plus a minimum of 10 hectares of employment land.</p> <p>The proposed Cogges Link Road (CLR) formed an important element of the town's road network. However, in June 2012 the Secretary of State for Transport informed Oxfordshire County Council that the Compulsory Purchase Order needed for the CLR scheme had not been confirmed. The District and County Councils, plus their appointed consultants, then had to consider the most appropriate transport solution for the town in the absence of the CLR.</p> <p>The CLR decision has also meant that the main growth options for Witney have had to be re-assessed.</p> <p>A more detailed assessment of land to the west, east and north of Witney has been undertaken, alongside an updated Sustainability</p>

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
	<p>an additional road river crossing, others were concerned about the environmental impact</p> <p>In terms of the direction of Witney's' growth:</p> <p>West Oxfordshire Land (promoting development to the west) supports Witney's growth and proposed Strategic Development Area (SDA). Minster Lovell Parish Council strongly objects to Witney's expansion, particularly the SDA, but the overwhelming majority of responses are in support of the strategy</p> <p>East East Witney Consortium promote an additional SDA, stressing its superior sustainability criteria compared to the west and the lack of certainty concerning the CLR</p> <p>North North Witney Consortium (and members of the consortium) promote the inclusion of land to the north of the town in the plan's strategy, stressing the need to reconsider this area in view of the objections to Carterton's expansion. They emphasise the opportunity to deliver affordable housing and key infrastructure improvements The decision not to allocate North Witney for development is supported by many,</p>	<p>Appraisal. Land to the south of Witney has not been assessed in detail as it is considered that the CLR decision has no direct bearing on the previous reasons for rejecting this option. (Development here would result in unsustainable urban sprawl, would be dependent on car travel and would create a poor level of residential amenity.)</p> <p>Having regard to the detailed site assessment, Sustainability Appraisal and the transport work undertaken since the CLR decision was received, the draft Local Plan identifies two Strategic Development Areas: one at West Witney and the other at East Witney.</p> <p>In summary: Land to the west of Witney - was previously identified as a reserve site in the adopted Local Plan and has been generally well received and supported through consultation.</p> <p>The site:</p> <ul style="list-style-type: none"> • is well located to existing employment areas • provides the opportunity for new employment land to be provided • puts less pressure on the most sensitive areas of the highway network • with the incorporation of significant green infrastructure, will have an acceptable degree of landscape impact • will have good highway connections with the construction of the A40/Downs Road junction providing access to both east and west. <p>The site is a sustainable, deliverable option for future growth at Witney.</p> <p>Land to the east of Witney - is also now considered to represent a sustainable, deliverable option.</p>

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
	<p>particularly local residents and Hailey Parish Council</p> <p>A landowner at Minster Lovell supports the sub-area's broad approach but wishes to see development not just in Witney but also in the satellite villages around the town. He highlights the sustainability of the village and identifies a site at Brize Norton Road</p>	<p>Development in this location:</p> <ul style="list-style-type: none"> • will be close to the town centre • will provide good opportunities for walking and cycling • has the potential to integrate well with existing residential development at Cogges • provided it is kept to below the 95m contour, is likely to have an acceptable degree of impact in landscape terms • will have good highway connections, with the construction of west facing slip roads at the Shore's Green junction onto the A40 being a prerequisite of strategic development in this area (and thereby creating a significant wider benefit for Witney and the surrounding areas) <p>Land to the north of Witney - whilst potentially providing an opportunity to create a second river crossing for the town and being reasonably close to some existing services and facilities, is some distance from the town's main employment areas and there is significant risk and complexity surrounding the infrastructure required to deliver the site. There are also significant concerns in relation to the potential landscape impact of large-scale development in this location and to flood risk</p> <p>The plan identifies a number of strategic transport schemes to support the delivery of the strategic development areas identified to the east and west of the town as wider growth in the area. These schemes include the Shore's Green Slip Roads, Down's Road Junction and improvements in the Ducklington Lane/Station Lane area. These strategic measures will need to be supported by various local</p>

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
		<p>improvements in order to better facilitate the movement of vehicles through the town. To cater for potential longer term growth, the route of the West End Link will be safeguarded. Improvements to pedestrian, cycle and public transport will be sought alongside improvements and capacity increases to public car parking.</p> <p>In terms of other infrastructure, the plan identifies the need for a new primary school at West Witney and the need for increased primary school capacity elsewhere. Development at East Witney will be expected to contribute accordingly. Other general requirements identified include further secondary provision, leisure, affordable housing, allotment and housing for older people. Infrastructure requirements for the sub-area are set out in the draft IDP</p> <p>The identification of non-strategic development sites in the sub-area will be undertaken through a separate site allocations document or locally driven through Neighbourhood Plans</p>
Carterton sub-area	<p>A large volume of the consultation responses received relate to the Carterton sub-area. Some focus on the principle of Carterton's expansion, others focus on the impacts of the different directions of growth</p> <p>Detailed representations, including supporting technical reports and summaries of own public consultation exercises, were received from agents promoting strategic development areas to the east, west and north of</p>	<p>In accordance with the overall strategy, Carterton will be a focus for growth over the plan period. There is a reasonable degree of capacity for development within the built-up area of the town, especially through the redevelopment of MOD housing. In order to deliver the overall housing requirement, however, it will be necessary to develop land on the edge of the town. There are four main options for growth including land to the east, north and west. The draft Core Strategy presented various options for discussion. A variety of additional information has been submitted by each site promoter, views of relevant consultees have been sought, further technical work undertaken (including an updated landscape assessment), a detailed assessment of the four</p>

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
	<p>Carterton. In June 2011 stakeholders were given an opportunity to comment on these representations</p> <p>Principle of growth A large number of representations, mainly from local residents, oppose further growth, referring in particular to poor existing infrastructure and impact upon their quality of life</p> <p>They highlight that there is a mismatch between the scale of development proposed at Carterton, local housing need and demand and available employment and facilities, saying growth would be better located near good road and rail connections and that the need for a large extension at Carterton should be reconsidered</p> <p>Concerns are expressed about the impact of changes at RAF Brize Norton, especially in relation to the base's enhanced role with the closure of RAF Lyneham. A view that these should be understood and monitored before further development proposals are considered</p> <p>Carterton Town Council supports the vision</p>	<p>options carried out and an update made of the Sustainability Appraisal. Having regard to these assessments and consultation responses, the draft Local Plan identifies two Strategic Development Areas, one at REEMA North and Central, the other at East Carterton.</p> <p>In summary: MOD land, Carterton - the redevelopment of MOD land has previously been identified as a priority through consultation and it now appears that subject to the provision of 200 new service family homes on REEMA North, the MOD would release REEMA Central to the open market. The site is previously developed, close to the town centre and provides the opportunity to significantly enhance this part of Carterton. It also appears to be a deliverable option.</p> <p>Land to the east of Carterton – this site:</p> <ul style="list-style-type: none"> • is a logical extension to the existing town • would have relatively limited landscape impact • is well-served by public transport • offers excellent opportunities for walking and cycling • is located close to employment and leisure opportunities as well as being in close proximity to the town centre. • is deliverable in terms of land ownership • bears no significant abnormal development costs, being able to 'plug in' to existing development and infrastructure with relative ease <p>The main issue with this site is the potential impact of development in this location on Brize Norton village. Through the provision of an appropriately sized green buffer, this impact would be reduced to an acceptable level and would also provide the opportunity for an extension to the Country Park.</p>

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
	<p>for the town and wishes to see the town grow to strengthen its role as a service centre.</p> <p>MOD land Overwhelming support for the redevelopment of surplus MOD land within the built-up area of the town</p> <p>East Savills, on behalf of Bloor Homes and Christ Church, are promoting development to the east of the town, putting forward two alternative development options. A wide range of sustainability merits are given and supporting evidence provided. The advantages highlighted include: the site being well related and contained by existing development; ability to integrate with the existing built-up area of Carterton; proximity to employment areas and local community facilities; good road and bus connections; deliverable; flood attenuation measures; road network improvements. A number of local people and Parish Councils (generally those to the west of the town) have expressed a preference for the east, giving a number of advantages including, proximity of road links and bus routes, better infrastructure, country park extension and the</p>	<p>Land to the north at Kilkenny Farm - is large in scale and therefore able to physically accommodate a significant amount of development. It also appears to be deliverable in terms of land ownership. However, it is:</p> <ul style="list-style-type: none"> • remote from the town centre • would require significant highway improvements to provide satisfactory access arrangements • represents a major incursion into the countryside • would be poorly integrated with the existing built up area. <p>Land to the north of Carterton (David Wilson Homes) – this smaller site to the north of the town:</p> <ul style="list-style-type: none"> • does not have particularly good public transport links • has potential landscape and ecological sensitivities • has some outstanding issues regarding land ownership and deliverability. <p>Land to the west of Carterton – is a large site, physically capable of accommodating a significant amount of development (including potentially some longer-term growth). The site appears to be deliverable in terms of land ownership and is in close physical proximity to the town centre. It has the potential to be well-served by public transport and development here may offer the potential to enhance the Shill Brook and alleviate flood risk in the local area. However, development in this location:</p> <ul style="list-style-type: none"> • represents a major incursion into open countryside with significant landscape impact • can only achieve satisfactory vehicular, cycle and pedestrian access by providing extensive built infrastructure, which not only has a degree of risk and not insignificant cost attached but would

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
	<p>area already being urbanised.</p> <p>There are also a large number of objections to eastern expansion, especially from those living in Brize Norton. Their concerns include loss of green buffer, coalescence, loss of village identity, flooding downstream, traffic impacts, inadequate infrastructure, particularly local roads, sewerage and drainage system, overloaded doctors and dentists, overstretched fire and police services, lack of primary school capacity, existing noise, smell and light pollution from RAF Base and issue of constrained site size being unable to accommodate Carterton's needs.</p> <p>North (Kilkenny Farm)</p> <p>Overbury Planning, on behalf of Figbury Ltd, is promoting a strategic site for about 1,000 dwellings. They argue that development here would ensure that the existing gaps between the town and the adjoining historic villages will be retained, has the least landscape impact, is deliverable, can be linked into the public transport network, offers potential to link into the existing pedestrian and cycle infrastructure, has a sustainable supply of local building materials, is a comfortable walking/cycling distance to the town centre and recent employment and</p>	<p>also require development to be provided within an ecologically sensitive area (the Shill Brook Valley)</p> <ul style="list-style-type: none"> would be within the floodplain so, in line with national policy and the provisions of the draft Local Plan, is 'sequentially' less preferable than other site options that are not affected by flood risk. <p>In terms of transport, the plan aims to improve connections between Carterton and the primary road network and deliver several strategic highway improvements. Improvements to walking, cycling and public transport will also be sought including the potential provision of a cycleway between Carterton and Witney.</p> <p>The other main infrastructure requirements relate to education and leisure with a new primary school to be provided as part of the strategic development at East Carterton and contributions to be sought from development towards the second phase of the leisure centre. Infrastructure requirements for the area are set out in the draft IDP.</p> <p>In terms of retailing, the plan continues to promote redevelopment in the south western quarter of the town centre to accommodate new retail uses and ancillary town centre development.</p> <p>The identification of non-strategic development sites in the sub-area will be undertaken through a separate site allocations document or locally driven through Neighbourhood Plans</p>

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
	<p>community/recreation facilities and provides an opportunity to enhance the existing community facilities within the town, including the provision of a new primary school, affordable housing, playing fields, additional allotments, site for a cemetery, fire station and employment.</p> <p>There is some local support for this proposal, particular from the eastern parishes, but far more people object. Concerns have been expressed about proximity to existing quarry, impact of road network, impact on country park, distance from town centre, urban sprawl filling gap between Shilton and Brize Norton, visual prominence and potential flooding issues</p> <p>North (David Wilson) Barton Willmore, on behalf of David Wilson Homes, are promoting a development of up to 300 homes to the north of Carterton. They identify the main advantages of their proposal as including: being beyond the quarry's buffer zone, a range of services lie within a reasonable walking distance (2km), local bus service could be diverted to site, no adverse landscape or visual effects, no flood risk and, combined with East Carterton, could provide 1,000 new homes.</p>	

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
	<p>Some support has been expressed for this proposal, mainly from residents in western and southern parishes such as Alvescot, Clanfield and Black Bourton. Others have highlighted their concerns including: erosion of green buffer, isolated location, not well related to town, urban sprawl of undesirable piecemeal development, adverse traffic impacts on Shilton Park roads and potential threat to success of Carterton Football Club.</p> <p>West</p> <p>West Waddy, on behalf of Crest Nicholson, is promoting land to the west of the town for 1,300 homes, employment and variety of other uses. They suggest there are a number of advantages to their proposal including: size of site allows for a wide range of uses in addition to housing, such as open space and community facilities; an ecological park; enhancement of landscape character; reduction in flooding; prevents coalescence; proximity will encourage regeneration of town centre; and quick delivery of development.</p> <p>Some support has been expressed for this proposal, mainly from residents in Brize Norton. Carterton Town Council favours expansion to the west, particularly on grounds</p>	

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
	<p>of long term sustainability and least impact on neighbouring parishes.</p> <p>A large number of representations have been received objecting to the proposal. Concerns that have been highlighted include: increased traffic through and past local villages as well as through Carterton; extent of land take; not contained; lack of deliverability and feasibility of surface water disposal strategy; adverse landscape impact; flood risk; light pollution; isolated community; urban sprawl; adverse impacts on biodiversity of Shill Brook valley; loss of countryside.</p> <p>Other issues</p> <p>A wide range of other issues have been raised, particularly about Carterton but not directly related to the towns growth. These issues include:</p> <p>The poor connection between Carterton and the main road network</p> <p>The need to improve the pedestrian and cycle network and facilities and the public transport system</p> <p>The inadequacy of the town's infrastructure, particularly a sixth form at the secondary school and primary school provision and the need for further sports and leisure provision</p>	

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
	<p>The need for improvements to the town centre</p> <p>A landowner at Bampton wishes to see development in the rural areas, not just at Carterton. He highlights the merits of his site, particularly how its development could help ameliorate current flooding problems</p>	
Chipping Norton sub-area	<p>Mixed views have been received on the scale of growth for Chipping Norton. Some wish the number of new homes to be reduced because of environmental constraints and traffic impacts. Others wish to see larger growth to allow comprehensive mixed development and to support retail and business viability</p> <p>The Town Council are concerned about the reduction in housing proposed for the town but do support removal of a specific Strategic Development Area (SDA), preferring to see smaller sites distributed around the town, especially brownfield sites. They say there is lack of clarity in the Plan on a range of issues, including scale of employment growth</p> <p>Banner Homes are promoting residential</p>	<p>Development in this sub-area will be primarily focused at Chipping Norton.</p> <p>In accordance with the overall strategy, Chipping Norton will be the focus for future housing growth A number of opportunities have already been identified.</p> <p>To add clarity, further work has been undertaken on the potential requirements for additional employment land allocations.</p> <p>Since the publication of the draft Core Strategy, the town has decided to embark on the production of a Neighbourhood Plan. It will be for this Plan to consider in detail the scope for future development within and on the fringes of the town.</p> <p>The District Council's Plan aims to reduce the impact of through traffic, proposes to improve pedestrian and cycle and public transport links.</p> <p>In terms of infrastructure, as the consultation responses identified,</p>

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
	<p>development to the east of Chipping Norton as a SDA. Other sites are also put forward on the edge of the town by landowners/developers.</p> <p>The justification for the dropping of the East Chipping Norton allocation from the Plan is questioned</p> <p>A number of representations highlight the need for additional local employment, for improved cyclist facilities, improved bus frequency and extra car parking. Town centre traffic, and its effect on air quality, is a recurring issue</p>	<p>primary school capacity is an issue. If the town's growth is in excess of that envisaged by the spatial strategy, a new primary school may be required. This issue would need to be explored through the Neighbourhood Plan.</p>
Eynsham-Woodstock sub-area	<p>The representations show mixed opinions on the planning approach for this sub-area. Developers/landowners have put forward land for housing development in Eynsham, Woodstock and Long Hanborough</p> <p>One landowner (proposing 300-400 dwellings west of Eynsham) argues that Eynsham is equal to Witney and Carterton in terms of sustainability criteria and that the village should be identified as a Main Service Centre</p> <p>Eynsham Parish Council and others are concerned about development in the village, particularly to the west, including a site at Fruitlands. Constraints identified include:</p>	<p>In accordance with the overall strategy, it is anticipated that development will primarily be focused on the rural service centres of Eynsham, Long Hanborough and Woodstock, with any additional development steered towards the larger villages.</p> <p>The most appropriate mechanism for exploring in more detail the options for growth in this sub-area is likely to be through locally driven Neighbourhood Plans or through a separate site allocations document</p> <p>A historic environment policy will be added to the plan. The importance of the Blenheim WHS is highlighted; the plan aims to ensure that any future development at Woodstock does not adversely affect the significance of the WHS and its setting, including views to and from the site</p>

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
	<p>sewerage system, traffic (through village, toll-bridge and A40), primary school capacity, health centre capacity, flood risk, urbanisation and impact on historic character</p> <p>Woodstock Town Council oppose further housing growth at Woodstock</p> <p>Concern is expressed about the generality of the planning approach for service centres</p> <p>Blenheim Estates ask for a specific policy for the World Heritage Site (WHS)</p>	
Burford-Charlbury sub-area	<p>Burford Town Council wishes to see planned and sympathetic growth to sustain the town</p> <p>Poor public transport and broadband and the high environmental quality of this sub-area are highlighted in responses</p>	<p>Despite the spatial extent of this sub-area, the level of planned development is limited. This reflects the rural nature of this area and the environmental constraints, particularly the coverage of the Cotswolds Area of Outstanding Natural Beauty. Development will however take place and this will be steered to the rural centres of Burford and Charlbury and the larger villages.</p> <p>The most appropriate mechanism for exploring in more detail the options for growth in this sub-area is likely to be through locally driven Neighbourhood Plans or through a separate site allocations document</p> <p>The District Council is now taking an active role in improving the broadband speed and network</p>

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
Meeting specific housing needs		
Type and mix	A number of representations stress the need for homes for the elderly. Many developers object to the prescriptive nature of the policy and say it is contrary to Government policy	The Plan must consider the type of new homes that are needed. The ageing population of the District means that a wider choice of accommodation for older people is required in both the market and affordable housing sectors, along with homes for newly forming household and families, including those wishing to self-build. While specific targets will be removed from the policy, developers will be required to demonstrate how their proposal would help to meet these needs, using housing needs evidence as a starting point
Affordable housing	The HBF and many developers object to the plan's approach to affordable housing on the grounds that it is too onerous and will have a negative impact on site viability. Some have also said that there needs to be recognition that affordable housing cannot always be provided on-site	The provision of more affordable housing is a key issue in West Oxfordshire and the need for such provision has been a recurring theme in consultation responses throughout the Plan's preparation. A viability assessment has been completed as part of the LDF evidence and it concluded that the approach could be justified: a lower site size threshold was justified due to a historic pattern of housing being delivered on smaller sites in West Oxfordshire. More flexibility will be introduced in relation to small housing schemes, where a financial contribution towards off-site affordable housing provision will be accepted in lieu of on-site provision
Travelling communities	Concern that Plan does not commit Council to making provision for travelling communities through site allocation or setting targets	There is some existing evidence on future requirements for travelling communities but, to obtain a more accurate assessment of the requirements for Gypsies and Travellers, the District Council has jointly commissioned a needs assessment with Cherwell District and South Northamptonshire Councils. This will be published in 2012 with a view to informing a partial review of the Local Plan or the preparation of a separate development plan document at a later date. In the interim, a criteria-based approach will be used to address any speculative proposals that come forward.

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
Economy and town centres		
	<p>Most of the representations on employment and town centres are settlement- and/or sub-area-specific. The more general policies are largely supported, although the need to prevent a mismatch between local jobs and population is emphasised by many. Some expressed concerns that the approach could constrain economic growth.</p> <p>A number of representations stress the importance of free parking in keeping town centres viable</p>	<p>One of the core objectives of the Plan is to achieve sustainable economic growth which improves the balance between housing and local jobs, provides a diversity of local employment opportunities, removes barriers to investment and provides flexibility to adapt to changing economic needs</p> <p>The Sustainability Appraisal concluded that the Plan's approach would provide sufficient land and flexibility for business, within the environmental and infrastructure constraints of the District</p> <p>Free car parking is a result of local political and management policies, rather than a planning policy</p>
Our environment and sustainable development		
	<p>There is general support for the overall approach to this section of the Plan, particular in relation to the natural environment</p>	
<p>Renewable energy and sustainable construction</p>	<p>The approach to sustainable construction and renewable energy is generally supported but there are requests for detailed clarification and the widening of the policy to cover other technologies and retro-fitting</p> <p>Concerns were expressed about large-scale solar farms</p> <p>Some developers felt a policy on sustainable construction was superfluous as this will be covered by Building Regulations</p>	<p>Government policy on renewables will provide further guidance. New technologies are likely to come forward during the plan period and these will need to be considered against a wide range of policies, including landscape protection policies. More detailed local guidance and advice, including on sustainable construction, will be provided through updating of the West Oxfordshire Design Guide</p> <p>Building regulations address many elements of sustainable construction but not all of them. A local planning policy is still considered relevant</p>

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
Natural resources	A recurring concern in a large number of the representations received in relation to proposed strategic development is that of surface water run-off and flooding in general	In recognition of public concern and the significance of flood risk and the water environment as a whole in West Oxfordshire, a specific policy on flood risk will be added. This will follow a sequential, risk based approach whereby development is steered towards areas at low risk of flooding
Historic environment	Policy support to enable (through development funding) the maintenance and enhancement of the Blenheim World Heritage Site has been requested	A new policy will be added to address the historic environment as a whole, including the heritage assets and their setting. The Blenheim World Heritage Site will be highlighted as a particular asset, with further information provided in the Eynsham-Woodstock sub-area section
Transport and movement		
	The need to improve the area's road and rail network, public transport and transport infrastructure in general, such as car parks and cycle facilities, has been a recurring topic of consultation responses. The need for improvements to the A40 and A4095, through eg dualling, bus lane, park and ride, have been emphasised in particular.	<p>Transport is a critically important issue for West Oxfordshire. Like most rural areas, the main mode of transport is the private car which leads to problems of congestion and poor air quality in some areas. There is a need to promote greater use of alternatives, such as walking, cycling and public transport, whilst recognising that for some people and some journeys, the car is the only practical option. The plan addresses a range of issues, including the location of development, whereby priority will be given to locating new development in areas that have convenient access to a range of services in order to help minimise travel by private car</p> <p>The District Council will continue to work with the highway authority, developers, local councils and other organisations to address transport issues</p>
Infrastructure		
	The lack of infrastructure provision, especially communications, and the capacity of some	It is vital that new development is properly supported by the right level of investment in infrastructure and this will now form a central

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
	<p>services and facilities, such as doctors' surgeries, has been highlighted by many local communities, particularly in relation to proposed housing growth</p>	<p>component of the plan. Where necessary and viable, new development will be expected to deliver or contribute towards the provision of an appropriate level of supporting infrastructure. Such provision will continue to be secured by way of Section 106 legal agreements and similar, although in due course, will also be delivered through the Community Infrastructure Levy (CIL). In support of the plan and the future introduction of CIL, a draft Infrastructure Delivery Plan has been prepared which identifies the infrastructure requirements associated with future growth in the District</p>

5.6 Draft Plan for West Oxfordshire (2012)

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
Vision and Objectives	Generally well supported. Suggested changes include a greater emphasis on meeting housing needs, in particular in the rural areas, providing a clearer economic strategy, especially for Carterton and increased emphasis on biodiversity and the historic environment. Some respondents consider that parts of the vision and objectives are not adequately translated through the rest of the plan.	<p>The objectives have been amended and regrouped in the proposed submission document and make additional reference to meeting the needs of specific groups in the community, capitalising on growth opportunities in neighbouring districts and improving local skills.</p> <p>The majority of objectives remain unchanged</p>
Overall Strategy		
Presumption in Favour of Sustainable Development	Generally well supported although some consider that the model wording recommended by the Planning Inspectorate should be used instead of the slightly modified version set out in the plan.	The slightly modified wording of the policy has been carried forward into the proposed submission plan. This wording was tested through Sustainability Appraisal.
Locating Development in the Right Places	<p>Generally well supported although mixed views expressed regarding the proportion of growth to be directed to the three main towns compared to the rest of the District.</p> <p>Some support the proposed strategy others would like to see more housing in the rural parts of the District. Conversely, others are concerned about more housing in the rural areas with some parties calling for Witney to take an increased share of growth as the District's principal town.</p> <p>A further key issue raised by a number of respondents is the</p>	<p>In accordance with the Sustainability Appraisal report and previous consultation responses, the strategy continues to focus most future growth at the three main towns, with more limited growth elsewhere.</p> <p>The distribution of development has remained largely the same although an additional site allocation for up to 1,000 dwellings has been included to the north of Witney.</p> <p>The quantum of proposed growth has increased but</p>

	<p>lack of detail in the plan regarding the location of new development in the rural areas and a concern about relying on neighbourhood plans to deliver growth in these areas.</p>	<p>the proportionate distribution amongst the sub-areas remains similar. No further allocations for new housing have been made outside of the three main towns although the policies have been relaxed to enable some development to occur on the edges of the larger sites.</p> <p>To ensure the proposed strategy remains the most appropriate and sustainable way forward, it has been re-assessed through an independent Sustainable Appraisal (SA) report. Importantly, the SA report concludes that, notwithstanding the increased housing requirement, the ‘three town’ approach remains the most appropriate and sustainable strategy for West Oxfordshire.</p> <p>Information in the plan relating to SHLAA sites may give some certainty about potential development locations.</p>
<p>Prudent Use of Natural Resources</p>	<p>Generally well supported although concerns have been raised by the development industry regarding the cost implications of the policy which it is argued could render development unviable. It is also argued that the Council should not be seeking to impose voluntary standards through the local plan.</p>	<p>The policy remains although it has been shortened in response the Government’s review of housing standards, to remove reference to the Code for Sustainable Homes and BREEAM. This should address the concerns raised about costs and viability as standards will now be addressed largely through building regulations instead. Testing of whether local standard should be used could be undertaken as part of the early review of the Local Plan.</p>
<p>High Quality Design</p>	<p>The policy has been well-received with no objections, good</p>	<p>No change</p>

	support and a number of minor observations.	
Supporting Infrastructure	<p>Generally well supported. Two key issues emerge from the responses. The first is viability and a concern that the requirements placed on developers and landowners should not be so great that they render development unviable.</p> <p>The second key issue is A40 congestion and the impact of further growth.</p>	<p>Revised policy includes reference to delivering infrastructure on site or through appropriate financial contributions as well as referring to the Council's regulation 123 list.</p> <p>Emphasis is made to infrastructure being delivered in a timely manner in a bid to speed up its delivery.</p> <p>Reference to the A40 is made in the supporting text but issues of specific infrastructure are dealt with more thoroughly elsewhere in the plan</p>
Providing New Homes		
Amount and Distribution of Housing	<p>In terms of the level of housing proposed, a large number of comments have been received setting out a range of different views. Some respondents object to the target on the basis that it is too high and would 'over-provide' compared to what will actually be needed.</p> <p>Others, including in particular the development industry, object because the target is too low. The primary reasons cited are that the proposed target would fail to meet identified housing need and demand, is not based on an objective assessment of need and demand and would fall well below household projections, previous structure plan requirements and historic rates of housing delivery in the District. It is also argued that the implications of higher</p>	<p>The housing target set out in the revised plan has been significantly increased, guided by the SHMA and other factors including the council's own assessment of land availability, infrastructure capacity and demographics.</p> <p>It is considered that a lower housing target than that included in the SHMA is justified in West Oxfordshire, in light of the Council's own assessment and critique of the SHMA.</p> <p>Although the views of the development industry were taken into account, it was not considered appropriate to revise the target in line with the</p>

	<p>growth have not been adequately tested, that the housing target should not be based on the South East Plan and that the proposed target does not represent the 'significant boost' to housing supply required by the National Planning Policy Framework (NPPF).</p> <p>It should be noted however that the call for higher growth is not unanimous within the development industry, with a number of respondents either expressing support for the current target or raising no objection to it.</p> <p>In terms of the distribution of housing, again mixed views have been expressed. At Witney, strategic site promoters to the east and north of the town have called for increased housing for Witney and there have been similar calls from the development industry for increased growth at Chipping Norton, Woodstock, Long Hanborough, Eynsham and Bampton.</p> <p>Conversely, a number of respondents have expressed concern about increased growth in these locations with a particularly large volume of responses received in the form of a standard objection to further growth at Woodstock.</p> <p>A recurring theme is the need for greater detail concerning the amount and location of housing expected in the rural areas.</p>	<p>higher SHMA figures.</p> <p>The housing target in the proposed submission plan still represents a significant uplift in the housing target in line with the NPPF</p> <p>The revised policy is more concise and does not include information on specific sites, instead setting out the proposed indicative distribution of housing between the sub areas.</p> <p>Sites have been selected on the basis of the findings of the sustainability appraisal and the additional strategic infrastructure that they will deliver for the benefit of communities</p>
Type and Mix of New	The policy has attracted relatively few comments and these	The policy has been strengthened with the addition

Homes	are of a generally supportive nature. There have been requests for greater clarification in relation to the issue of self-build and meeting the needs of older people outside of the District's main towns. The point has also been made that Neighbourhood Plans should be allowed to determine housing mix at the local level.	of thresholds for accessible housing standards. The need for clarification on self-build proposals has been addressed in a separate standalone policy
Affordable Housing	The policy has attracted support from some parties with concerns raised by others (primarily developers and landowners) on a number of grounds. Firstly, the lack of justification for the different targets identified in the policy including concerns that the 50% target will impact on development viability. Concerns have also been expressed that the adoption of a low, single dwelling threshold will inhibit the delivery of housing in the rural areas as the current, adopted policy of 2 dwellings is considered to have done in recent years. Other comments include the need to raise the threshold for on-site provision, the need for greater flexibility and that if the proposed approach is to be taken forward, that any commuted sum must be reasonable and weighted according to house size.	The high (50%) proportions for affordable housing have been maintained for certain parts of the district in recognition of the need to deliver more affordable housing and the viability assessments which indicate that this level of affordable housing can be delivered. The threshold for affordable housing contributions has been raised from 1 dwelling to 6 within the AONB and to 11 outside of the AONB. The revised policy retains a caveat relating to viability, providing opportunities for developers to negotiate affordable housing contributions subject to viability assessments.
Existing Housing	The policy has attracted very few comments and these are generally of a supportive nature in particular support for the re-use of empty homes. There have been some requests for further clarification and also a suggestion that residential annexes should be made available for rent on the open market.	No change

Travelling Communities	The policy has attracted relatively few comments but a number of important issues have been raised including the need to ensure that the plan is based on an objective assessment of need, includes pitch targets (both permanent and transit) and identifies a five year rolling supply of traveller sites. The lack of transit site provision in West Oxfordshire has also been highlighted.	An objective assessment of needs has been undertaken for Gypsies, Travellers and showpeople. Overall, the need in the District is relatively low. It is the Council's intention to identify specific sites for the travelling communities through the Local Plan (Part 2). In the meantime, a criteria based policy has been retained against which any speculative planning applications will be assessed.
Sustainable Economic Growth		
Overall Economic Strategy	One of the general issues raised in response to the plan is that it does not provide an economic 'vision' of sufficient detail to bring focus to bear on the District's economic assets and economic potential.	<p>The Plan provides a broad overview of future employment allocations coupled with permissive policies to encourage future employment development and this has been informed by the Economic Snapshot study which identifies current and future economic objectives and the Sustainability Appraisal.</p> <p>This policy will be further supported by an update to the Council's Economic Strategy which will provide a greater level of detail to underpin the Plan.</p> <p>A clearer priority towards the delivery of sustainable economic growth will be included in the Plan.</p>
Land for Business	A relatively small number of comments have been received on this policy. With specific regard to Carterton, both the Town Council and Carterton Fast Forward suggest that additional business land should be provided in order to diversify the economic base and reduce out-commuting. Conversely, other respondents have drawn attention to	The Council have taken account of the comments received and has commissioned consultants to carry out an economic study (The Economic Snapshot study) to assess current and future economic needs in West Oxfordshire. This has informed the preparation of the pre-submission draft Local Plan

	<p>vacant business land in the town which could suggest a potential lack of demand/need.</p> <p>At Witney, the East Witney Land Consortium proposes a business park on land off Jubilee Way to provide more balanced economic growth.</p>	<p>and will also feed into an update of the Council's Economic Strategy.</p> <p>The Council recognise that in Carterton there is a desire locally to increase the amount of business land available and the Council supports this approach in principle. While there are relatively few suitable sites in Carterton, the Council is committed to working in partnership to help identify suitable sites to provide additional employment land in the order of 5ha.</p> <p>In Witney, 10ha of land forming part of the West Witney SDA has been allocated for employment use and once this is been completed, this will provide modern units to help support employment demand in the District. Allocating additional employment sites ahead of this site may jeopardise this and other existing/ committed sites in Witney as well as in other nearby towns such as Carterton where the need is identified to be greater.</p>
<p>Supporting the Rural Economy</p>	<p>The policy attracted relatively few comments and those received were of a generally supportive nature with no substantive issues being raised subject to some suggested wording changes for clarification.</p> <p>As part of wider representations, the Blenheim Estate state that the policy does not have a wide enough scope and are seeking a specific policy for the estate.</p>	<p>This section has been updated to take account of the comments received and updates have also been included regarding the roll out of superfast broadband.</p> <p>The continuation of Blenheim Place as a tourist and economic asset is supported where it provides a sustainable approach to balancing economic activity with the conservation and enhancement of natural</p>

		and built assets. This approach is considered to be appropriate, whether this relates to Blenheim or smaller County Estates and therefore a separate policy in the Local Plan is not considered to be necessary nor appropriate.
Re-Use of Non Residential Buildings	The policy attracted relatively few comments although concerns have been expressed that the policy (in prioritising economic uses) is out of line with the NPPF which adopts a more flexible approach to the re-use of buildings.	<p>The Council has considered the comments received but remains of the opinion that the Council's approach regarding the reuse of non-residential buildings is in conformity with the NPPF as a whole. This approach seeks to deliver sustainable development in accordance with National Guidance and this has been supported by recent appeal decisions.</p> <p>In addition, the Economic Snapshot study identifies the importance of these non-residential rural buildings in supporting the rural economy and this further reinforces the Council's approach.</p>
Sustainable Tourism Economy	The policy received some support but also objections seeking more reference to the tourism value of walking and cycling and more detailed policies in relation to the Lower Windrush Valley and also the Blenheim Estate.	<p>Further reference has been made to walking and cycling which is important in supporting rural services such as shops and pubs.</p> <p>The policy makes provision for the diversification of country estates (including Blenheim) and opportunities for tourism and leisure development in the Lower Windrush Valley. The level of detail included in this policy is considered to be appropriate to enable future sustainable development.</p>
Retention and Development	The policy received relatively few comments and these were	Following the comments received in relation to this

<p>of Local Services and Community Facilities</p>	<p>of a generally supportive nature subject to further guidance on appropriate marketing and also further consideration of the interaction with the 'Community Right to Bid' legislation.</p>	<p>policy, additional information has been included regarding the Community Right to Bid in order to provide a better understanding of this new initiative.</p> <p>The Council remains committed to providing more detailed marketing guidance as a separate document to help inform this policy.</p>
<p>Town Centres</p>	<p>A few varied comments were received including support for the new local impact threshold but also that the primary shopping frontage policy should be expanded to include restaurants and cafes as well as shops. Charlbury Town Council objects to the lack of specific reference to Charlbury given the previous loss of shops that has occurred. Objections have also been received in relation to the requirement for development to make provision for additional parking as it is considered that this would run counter to policies to reduce congestion.</p>	<p>The Council recognise that due to legislative changes incorporated within the General Permitted Development Order, there is likely to be a greater mix of uses throughout the town centre.</p> <p>The role of the Primary Shopping Frontages is to protect the retail function of the town centres within Witney, Carterton and Chipping Norton. It is recognised that complementary uses such as a cafés, restaurants and other leisure uses are also important in attracting customers into the town but these should be focussed in the Secondary Shopping Frontage in order to protect the retail core.</p> <p>Given the demand for parking in the town centres, with particular regard to Witney, it is considered appropriate for uses which will increase demand to provide a contribution towards additional parking provision. The Council will also continue to support sustainable means of transport to access the town centres including bus and cycle facilities to help alleviate car usage and contributions towards</p>

		<p>improvements in sustainable transport methods will also be sought from development.</p> <p>Finally, Core Policy 15 (Local Services and Community Facilities) provides protection against the loss of local facilities such as local shops in centres such as Charlbury.</p>
Environmental & Heritage Assets		
Landscape Character	<p>Overall, there has been general support for this approach, including from English Heritage and Natural England. Others have provided useful observations which, with minor alterations, will strengthen the plan. Some objections have been received and these relate mainly to the lack of detailed survey and assessment of landscape and the policy being too generic in nature.</p>	<p>The West Oxfordshire Landscape Assessment and Cotswolds Landscape Assessment, Strategy and Guidelines, provide detailed appraisals, information and guidance in relation to the District's landscape. Further landscape assessments have been undertaken for Witney, Carterton and Chipping Norton. Specific reference to these studies has been clarified within the supporting text and so too Natural England's National Character Areas.</p>
Biodiversity	<p>Natural England strongly supports the proposed approach and other respondents have expressed support also. Objections have been received from the development industry about the need for new development to 'enhance' biodiversity.</p> <p>Specifically in relation to the Lower Windrush Valley, Oxfordshire County Council is concerned that there is no overall vision for the area.</p>	<p>Paragraph 109 of the NPPF makes clear that 'the planning system should contribute to and enhance the natural and local environment'. As planning should help to move from a state of net loss in biodiversity to achieving net gains, the Council's policy approach is considered justified. Minor changes to the wording of the policy have been made to clarify this.</p> <p>Further future work on the vision for the Lower Windrush Valley will be undertaken in light of on-going work on a variety of studies (including an</p>

		assessment of the Lower Windrush Valley Project, the County's Green Infrastructure and the Minerals and Waste Plan), with stakeholder involvement, and in the context of the approach set out in the Eynsham-Woodstock sub-area strategy
Public Realm and Green Infrastructure	The policy has been generally well supported although there have been some concerns from the development industry that the policy imposes an unacceptable and onerous requirement. Other objections have drawn attention to the need for a robust needs assessment e.g. of sports and recreational buildings, youth facilities and cemeteries.	A study was commissioned into viability of the Local Plan as a whole to ensure that the various policy requirements of the Local Plan are cumulatively viable and do not threaten the delivery of development within the District. Since 2012, two studies have been undertaken: Open Space Study (2013) and a Playing Pitch Strategy (2014). These are now referred to in the policy and supporting text.
Decentralised, Renewable and Low Carbon Energy Development	The policy has been generally well supported. The main issue of concern relates to viability and the impact that the 10% renewable energy requirement will have on scheme deliverability.	A study was commissioned into viability of the Local Plan as a whole to ensure that the various policy requirements of the Local Plan are cumulatively viable and do not threaten the delivery of development within the District. The evidence supporting the 10% requirement came from a 2009 study. Since then, the building regulations have been strengthened and the Government has reviewed housing standards. The 10% requirement is now not considered necessary and has been deleted from the policy.
Water and Flood Risk	The policy has attracted a large number of comments, mainly in support including the Environment Agency and Natural England. Those objecting are essentially seeking further details and requirements to be included in the plan.	Some minor changes have been made for added clarification and to update in light of Government's guidance. A Level 2 Strategic Flood Risk Assessment has now

		<p>been undertaken for Witney to inform development proposals. More detailed, comprehensive information on water and flood risk would be useful for residents and developers but this is not considered appropriate for inclusion in the Local Plan.</p>
Environmental Protection	<p>The comments received are of a generally supportive nature with some suggested minor amendments for clarification and strengthening of the policy. The environmental impact of RAF Brize Norton has been highlighted by some respondents as well as the need to more fully address issues of air quality in Witney and Chipping Norton.</p>	<p>Minor amendments have been made to the policy and supporting text in light of both the comments received and subsequent publication of Government guidance.</p> <p>The issue concerning the environmental impact of RAF Brize Norton was mainly in relation to the proposed strategic development area of East Carterton. This site now has planning permission. A specific environmental impact policy for the Base is not considered necessary.</p> <p>Air quality issues in both Witney and Chipping Norton have been important considerations in the specific planning proposals and policies for the towns.</p>
Minerals and Waste	<p>The draft plan does not include a policy on minerals and waste but does include some supporting text. A number of comments have been received including objections to the level of detail included, the fact that the plan should not include any reference to future locations for minerals working (because this is the responsibility of the County Council) and the need for a more detailed policy framework, setting out the principles guiding development.</p>	<p>This section has now been amended to set out a purely factually summary of the situation with regard to minerals and waste, deleting the Council's public position on future sand and gravel extraction in West Oxfordshire.</p>

<p>Historic Environment</p>	<p>English Heritage and Oxfordshire County Council generally support the section on the historic environment but have suggested a number of ways in which the text and policy can be strengthened. In particular, English Heritage believe that while the policy may be adequate as a strategic policy, a more detailed approach is required in order to ensure the conservation, enjoyment and enhancement of the historic environment. A number of developers argue that the policy is not in accordance with the NPPF.</p> <p>The Blenheim Estate object to the omission of a specific policy relating to the Blenheim Palace World Heritage Site (WHS) which they argue would create a positive planning policy framework to assist in the implementation of the maintenance and restoration of the site.</p>	<p>Most of the suggestions made by English Heritage and the County Council have been incorporated into a revised and expanded section on the historic environment. Amendments have also been made in light of the publication of the Government's Planning Practice Guidance and English Heritage guidance.</p> <p>A new policy has been added to the Eynsham-Woodstock Sub-area specifically related to the WHS.</p>
<p>Transport and Movement</p>		
<p>Transport and Movement</p>	<p>A large number of comments have been received from which a number of key themes emerge.</p> <p>An overarching concern is the capacity of the A40 to accommodate further growth with attention drawn to congestion between Witney and Oxford in particular and the impact on amenity and the local economy.</p> <p>A number of comments have been received in relation to the proposed Shore's Green junction at Witney, both in support and against. South Leigh Parish Council is concerned about the impact of the scheme and Crawley Parish Council and</p>	<p>Transport is a critically important issue for West Oxfordshire and has been a key, recurring theme throughout consultation on the Local Plan. In recognition of the importance of this issue, transport will now be given greater prominence within the plan, with a number of measures proposed to improve the situation in West Oxfordshire. The plan identifies a number of strategic highway improvements that will help to support the planned quantum and distribution of growth.</p> <p>The majority of the alterations to the policy and the</p>

	<p>Freeland Parish Council have both expressed their support for the West End Link in preference. The potential park and ride scheme has met with mixed reaction and there has been good support for the proposed improvements around Ducklington Lane.</p> <p>At Carterton, support has been expressed for the improvement of links to the town. The Town Council would like to see the policy strengthened and have suggested a number of further transport improvements including a 4 way access onto the A40 at Minster Lovell. Elsewhere, attention has been drawn to the environmental impact of HGVs in Burford, the Bartons and Chipping Norton and the issue of parking for tourists at Woodstock.</p> <p>As a general observation a number of respondents argue that the policy lacks focus and needs to be more specific about proposed improvements with various schemes suggested.</p>	<p>supporting text have been for accuracy and have focussed on the wording rather than materially changing policy.</p> <p>Further reference has been added to other premium and community bus services in the District on the request of a number of consultees.</p> <p>The County Council suggested a number of changes which has resulted in the removal of reference to schemes where the highways infrastructure has not yet been identified.</p> <p>The majority of consultation responses have focussed on the need for the District to have a greater commitment to specifically addressing the problems of the A40, in advance of any new houses being built.</p> <p>It is the Highways Authority (Oxfordshire County Council) that has responsibility for delivering highways schemes in the District. Strategic highway improvements will be delivered through the strategic development sites. Their delivery prior to development is financially difficult for a public authority. Emphasising more clearly the link between development and infrastructure and the Local Plan and the IDP should tie development and supporting highways closer together.</p>
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Strategy at the Local Level		
<p>Witney Sub-Area Strategy</p>	<p>The general support for Witney’s strategy continues but a wide variety of concerns have also been received.</p> <p>One of the main issues raised is traffic and a concern that additional growth at Witney will worsen existing problems of congestion within the town.</p> <p>Mixed views have been expressed on the relative merits of Shore’s Green and the West End Link but there is widespread concern that more growth is likely to mean more congestion.</p> <p>The impact of growth on other local infrastructure such including schools, leisure and health facilities has also been highlighted. Other issues raised include flood risk and the need to protect and expand existing areas of open greenspace, including the Lower Windrush Valley and the importance of protecting the setting of the town and its impact on the surrounding countryside and villages.</p> <p>Minster Lovell Parish Council strongly objects to the proposed strategy and, in particular, the environmental consequences; eroding the gap between the two settlements and causing a deterioration in the quality of life, visual, light and noise pollution.</p> <p>The promoters of land at West Witney and East Witney both support the proposed strategic development areas.</p>	<p>In accordance with this and previous consultation responses and the Sustainability Appraisal, the plan continues with its general approach to the Witney Sub Area.</p> <p>It is vital that new development is properly supported by the right level of investment in infrastructure and this forms a central component of the plan. Where necessary and viable, new development will be expected to deliver or contribute towards the provision of an appropriate level of supporting infrastructure. Such provision will continue to be secured by way of Section 106 legal agreements and similar and in due course, will also be delivered through the Community Infrastructure Levy (CIL). In support of the plan and the future introduction of CIL, a draft Infrastructure Delivery Plan has been prepared which identifies the infrastructure requirements associated with future growth in the District, including the Witney sub-area.</p> <p>The policy for the sub-area makes clear that the Council will continue to work with Oxfordshire County Council to deliver a package of improvements to highway infrastructure, including improvements in the Ducklington Lane area, the Down’s Road/A40 junction, Shore’s Green Slip Roads and the West End Link . These will each be delivered</p>

	<p>The promoters of land at North Witney object to the omission of their site from the plan on a number of different grounds. This includes the fact that Witney should take a greater proportion of housing growth than is currently proposed, that a smaller release of land to the north has not been fully considered and that the concerns expressed by the Council regarding flood risk, landscape and ecological impact can be overcome. They also state that the northern option is deliverable and would include provision of the West End Link. It is also argued that the proposal at East Witney will worsen air pollution in Bridge Street.</p> <p>Hailey Parish Council supports the plan and emphasise their continued objection to any development on the northern side of Witney; encroachment on the gap and damage to the rural character of the area.</p>	<p>by strategic development sites. There will also be enhancement of public transport and pedestrian and cycle routes and infrastructure, together with car parking management with the aim of alleviating congestion.</p> <p>Modelling and testing of Witney's transport network has been undertaken over many years, particularly in relation to the Cogges Link Road.</p> <p>The Plan specifically identifies the need to protect and enhance the market town character and setting of Witney, neighbouring villages and the Windrush Valley.</p> <p>North Witney was identified early in the plan process as a potential direction for growth. Following a Sustainability Appraisal (SA) in support of the 2011 draft Core Strategy, the site was not allocated for development. Land to the north of Witney was considered through a further SA and more detailed site assessment exercise prepared in support of the 2012 draft Local Plan. Having regard to the proposed housing target and the potential disadvantages of the site, it was not allocated in the draft Local Plan, although the route of the West End Link Road was safeguarded. Since 2012 the merits of North Witney have been re-appraised including through a fresh SA prepared by independent consultants. Although the</p>
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		SA has highlighted (in common with representations received by others) a number of potential concerns including landscape impact, biodiversity and water resources, it has also highlighted a number of positives including the provision of new housing, provision of supporting infrastructure and the provision of additional employment opportunities. The site will be further tested through the 2014 Housing Consultation Paper.
Witney Town Centre Strategy	No objections have been received although a number of representations express concern about the loss of the 'small town character' as Witney has grown and the centre has become more congested. In terms of parking provision, different views have been expressed about the need for and impact of additional parking provision. The owners of the Woolgate have raised the possibility of providing a decked car park.	Witney is identified as the primary focus for new retail and leisure provision and a strong town centre is seen as an important element of this, with a good mix of independent and national multiple retailers. It is inevitable there will be change as the town, the sub-area and the District grows. Further town centre development will be accommodated through phased and organic extensions, proposals being considered against a variety of local plan policies, including consideration of design and traffic. The Witney Town Centre Policy makes clear the town centre should remain accessible through the provision and management of car parking and through enhancing public transport, pedestrian and cycle routes and infrastructure.
West Witney Strategic Development Area (SDA)	Very few comments have been received which is considered to be indicative of a general level of support for this proposal. Concerns have however been raised regarding the impact on	This proposal has been tested and consulted upon over many years, both through the adopted Local Plan (where it is allocated as a reserve site) and the emerging new plan. The site now has a resolution to

	<p>the A40, rat-running through Crawley and Curbridge, the impact of the proposed junction on the flow of traffic on the A40 and the need for supporting infrastructure to be in place before development.</p>	<p>grant planning permission subject to a Section 106 agreement which is currently under negotiation. The scheme will deliver a number of benefits including a new junction onto the A40 at Down's Road which is seen as a key element of the overall transport strategy for Witney.</p> <p>The Council is working with stakeholders to identify infrastructure requirements, particularly through the IDP, and also with the County Council through the Oxfordshire Local Transport Plan. Specific reference has now been added to the Plan about the need to tackle A40 congestion. However, it will not always be feasible or viable to have the supporting infrastructure in place prior to development commencing.</p>
<p>East Witney Strategic Development Area (SDA)</p>	<p>The number of comments received on this policy was relatively small and there were very few objections in principle to residential development in this location.</p> <p>The key concerns raised relate to the proposed Shore's Green junction improvements including the potential environmental impacts the scheme will have and the fact it is a poor substitute for the previous Cogges Link Road (CLR) scheme. Others are more supportive of the proposal and would welcome its early delivery.</p> <p>A number of concerns have been expressed about the impact</p>	<p>When it was apparent that the CLR scheme would not go ahead, the merits of the East Witney site for development were re-assessed through Sustainability Appraisal, as well as more detailed site assessment. These assessments demonstrated that the site represents a sustainable development opportunity. There are no significant constraints to development and most of the concerns raised re capable of being addressed through appropriate mitigation, for example in relation to surface water run-off.</p> <p>In light of discussions with Oxfordshire County</p>

	<p>of and need for, the potential park and ride site identified as part of the draft allocation. The other main issue raised is flooding both in relation to the area around the Shore's Green junction and also in Eton Close due to surface water run-off.</p> <p>The East Witney Land Consortium wish to see the number of homes increased from 300 to 450. This would be achieved by allowing more housing on the Cogges Triangle site and also releasing a small parcel of land adjacent to the Stanton Harcourt Road. It is argued that the increase in numbers is needed to ensure the scheme is viable.</p>	<p>Council Highways, the need to allocate a site for park and ride facilities in this location has been dropped.</p> <p>Development at East Witney does offer the opportunity to deliver west facing slip roads at the Shores Green junction onto the A40. The provision of this scheme is identified as a pre-requisite of development, with the need for it to be completed before any houses are built. Further testing of development viability will now be undertaken.</p>
<p>Carterton Sub-Area Strategy</p>	<p>A large number of comments were received to this policy including from developers promoting alternative sites on the edge of the town.</p> <p>A number of respondents have questioned the proposed level of housing and whether there is a need for a strategic site on the edge of the town, with many commenting that further consideration should be given to making better use of sites within the town including the redevelopment of areas of MOD housing and vacant commercial sites.</p> <p>A number of other respondents have raised the lack of employment opportunities and the need for active steps to encourage businesses to the area. Many highlight the town as a dormitory for Witney and Oxford and that employment at RAF Brize Norton has already peaked. Carterton Town</p>	<p>The comments received regarding the need for a strategic site have been considered further but the level of housing need and the Council's housing target which has been informed by the Oxfordshire SHMA 2014 and other key evidence will necessitate some development on the edge of the town.</p> <p>The Council have stated that development of REEMA Central, which is a brownfield site, is a priority and whilst the Council agree that any new development on this site should represent an efficient use of the land, provision should also be made for a reasonable level of green space.</p> <p>Employment need has been considered further and additional land is considered to be justified on the</p>

	<p>Council seek recognition of the dangers of over reliance on the RAF for employment and seek the further allocation of employment land to diversify the economic base, attract aviation related businesses and provide for start up businesses. Foxbury Farm and Burford Quarry have been promoted as potential future employment sites.</p> <p>Many comments reference a lack of transport infrastructure to support further development with many noting congestion due to commuters on the A40 and increased traffic through villages to the A420. Various road improvements are suggested including improved access to the A40, the Brize Norton bypass (drawing both support and objections), improving the A40 junction at Minster Lovell to 4-way, a Shilton Dip bypass, bypasses to Kencot and Filkins to the west, Carterton to Witney cycle path and a town cycling strategy.</p> <p>Other infrastructure concerns include the need for fire or ambulance services, more playing pitches and improved leisure facilities, that acreages for burials and allotments are defined and consideration of the need for further medical facilities. In terms of education there is some concern over the need for and impact of a new primary school at East Carterton, given the spare capacity in some existing schools within the town. Comments highlighted that new houses in the Community College catchment area are vital to increasing student numbers but concern has been expressed that the east Carterton site is not within the catchment.</p>	<p>basis that there is an imbalance of homes and jobs in the Carterton sub-area with fewer job opportunities than economically active residents. Therefore, the Council has committed to working in partnership to help identify suitable sites in the order of 5ha.</p> <p>Considering highway and other infrastructural requirements, the Plan has been informed by the Council's Infrastructure Delivery Plan. Through liaison with key infrastructure providers, this plan identifies various infrastructure requirements including highway improvements and school capacity increases required to support both housing and employment growth in the town. There are a number of identified infrastructure needs for Carterton including additional open space, the second phase of the leisure centre, a new fire station, cemetery, enhancement of the Shill Brook Conservation Target Area, allotments, education, pedestrian and cycle links, public transport, highway improvements, public art etc.</p> <p>Reference has been made within the pre-submission draft Local Plan 2031 (page.157) for the need to provide protection and enhancement of the biodiversity and leisure value of the Shill Brook Valley and also the importance of avoiding development which will increase the risk of flooding.</p>
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	<p>Flooding is a significant concern, particularly for neighbouring villages and downstream villages such as Bampton. Respondents' request that further consideration is given to this issue to ensure new development does not increase flood risk.</p> <p>Support has been expressed for the protection and enhancement of the Shill Brook valley but further detail is sought on how this will be achieved.</p> <p>Some support has been expressed for the proposed approach in the rest of the sub-area and the scope for parishes to work with the District to progress Neighbourhood Plans. Others have questioned the lack of description, assessment or guidance for other locations in the sub area.</p> <p>There was overall support for the redevelopment of the REEMA MOD sites and significant numbers supporting the east Carterton site should there be a need to expand the town. There were also many objections to the eastern option (see East Carterton SDA below) with some supporting West Carterton as an alternative.</p> <p>Carterton Town Council stated that they are not able to support the proposed development to the east of the town in its current form and consider development to the west to provide the best long term option.</p>	<p>The comments received regarding alternative sites (such as the sites to the north and west of Carterton) were carefully considered and these continue to be less preferable alternatives for the reasons set out in the Plan (see page 150 of the pre-submission draft Local Plan 2031).</p>
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	<p>A significant number of comments objecting to the Carterton West site were also received, many prompted by a leaflet circulated by the site promoter during the consultation period.</p> <p>There was limited support for significant further expansion to the North.</p>	
Carterton Town Centre Strategy	<p>The policy is supported by both the Town Council and Carterton Fast Forward subject to providing further emphasis on supporting existing retailers, design, pedestrian links. Other respondents have highlighted the need for improved pubs and restaurants, coffee shops and leisure facilities. A variety of transport related comments have been received including the issue of queuing traffic in the town centre and the need to reduce the number of lorries particularly when the new Morrisons opens.</p>	<p>Policy CA2 (Carterton Town Centre Strategy) and the supporting text of the pre-submission draft Local Plan 2031 has had regard to the representations received and places a greater emphasis on the need for distinct and attractive shopping frontage, improvements to pedestrian and cycle movements and the need to support a wider range of uses in the town centre such as eating and drinking facilities.</p>
East Carterton Strategic Development Area (SDA)	<p>This policy has attracted a large number of comments in particular from residents of Brize Norton and Bampton but also from the promoters of alternative sites to the north, north west and west of the town. A detailed critique of the Council's Strategic Site Assessment has been submitted by Brize Norton Parish Council.</p> <p>The key areas of concern raised in the various responses received are as follows:</p> <p><u>Flooding and drainage</u> - there is concern about an increased</p>	<p>This site now benefits from a resolution to grant planning permission which was approved at the Development Control Committee on 9th October 2014 (ref: 14/0091/P/OP).</p> <p>All the key issues raised at the 2012 Draft Local Plan consultation were considered as part of the application process and the case officer also had regard to the detailed site summary contained within the Council's Housing Consultation Paper, July 2014 (see pages 48-53).</p>

risk of flooding to Brize Norton village and downstream villages notably Bampton with recent instances of flooding in the area. There is concern that the flood mitigation proposals are unclear, need to take into account climate change and that the site is unsuitable for the use of sustainable drainage systems. The sewage network in Brize Norton is noted as unable to cope with demand from additional development with the system being overloaded and flooding during the consultation period.

Coalescence and Separation of Brize Norton Village - many residents highlight that Brize Norton is recorded in the Domesday Book and has dispersed listed farmsteads and Church, suggesting that the development and proposed country park buffer will not maintain the separation and character of the village. Respondents reference current Local Plan policy which seeks to limit urban sprawl and the 2009 Landscape Assessment. Significant visual impact is suggested given the topography of the site and particularly for residents of Burford Road. There is also support that the development is well integrated with the town and the country park buffer will provide additional open space. English Heritage commented that the buffer should ensure development does not adversely affect heritage assets. Further detail on the size of the buffer is also sought.

Traffic and Transport – there is a concern that traffic from the proposed development will route via Brize Norton village to access Witney and also Oxford via the A420 to avoid the

congestion on the A40. An increase in traffic on Burford Road to travel west is also highlighted as a concern. Further detail is sought on the road network improvements with suggestions of restrictions, traffic calming and improved footpaths and cycleways along Carterton Road and within Brize Norton village. There is also support for the development due to its proximity to RAF Brize Norton, new employment areas, doctors surgery and leisure centre and as it has good bus services, and access to the road network with many cars heading east. On the contrary some consider the location in the east as a disadvantage suggesting residents are more likely to travel to Witney rather than use Carterton's facilities.

Environmental Impact of RAF Brize Norton – responses suggest that noise, odour, air pollution and light pollution from the operations of the base create an unacceptable level of amenity for residents in this location. Many residents have noted recent increases in complaints regarding noise from the Hercules C130 engine testing and also suggest that the recent C130 Engine Ground Run Noise Abatement Report indicates development would be subject to an unacceptable level of noise.

Alternative Site Options - the promoters of land to the north of Carterton (Kilkenny Farm) north west (David Wilson Homes) and west Carterton have as part of their submissions, submitted detailed objections to the proposed site at east Carterton. These are summarised below.

The promoters of land at Kilkenny Farm object on the basis that their site is demonstrably better. They draw particular attention to the constraints affecting the eastern site including noise, light pollution, air quality and contamination. They also identify the potential impact of development on Brize Norton village. Because of these constraints they argue that the site would be better suited to business use linked to RAF Brize Norton. They also suggest that to address identified landscape concerns their site at Kilkenny Farm should be considered for 500 – 750 dwellings, potentially in combination with land to the east although their priority for the east is business use. They also question the site assessment process which in their opinion, fails to give adequate weight to the impact of RAF Brize Norton and also fails to test combinations of options.

The promoters of north-west Carterton (David Wilson Homes) consider that the strategy should be amended to identify their site for 300 homes with a corresponding reduction of the East Carterton site to 500 homes in order to reduce the impact of coalescence on Brize Norton. They also object to the Council's Sustainability Appraisal which they consider to be flawed.

The promoters of land at West Carterton have submitted a detailed objection to the allocation of land to the east on the basis of the soundness of the Council's evidence base. They also question the allocation of land at REEMA North and

	<p>Central. Their principal concerns are that development at east Carterton would result in unsustainable journeys as a result of the proximity to the A40 and its distance/relationship to the town centre and schools. They also draw attention to inconsistencies between the most recent landscape assessment undertaken in support of the draft local plan and earlier studies in 1998 and 2009.</p> <p>Attention is drawn to the issue of coalescence and the need to maintain the important gap between Brize Norton village and Carterton including the lack of detailed evidence regarding the size and nature of the proposed buffer and the findings of the previous landscape assessments referred to above. Other issues raised include noise from RAF Brize Norton and education including the fact that land to the east would draw pupils away from the town and would not support existing town centre schools. They also question the viability of the eastern development and request further information to demonstrate that the site can be delivered.</p> <p>In relation to their own site to the west, the site promoters question a number of the findings set out in the Council's site assessment. They also state that the Council has not listened to the views of Carterton Town Council and the residents of Carterton and Brize Norton.</p>	
<p>REEMA North and Central Strategic Development Area (SDA)</p>	<p>There has been general support expressed for the proposal which will provide housing and enhance the central area of Carterton. Some concerns have been expressed about the</p>	<p>The Council have continued to support the REEMA sites as a preferred option in Carterton in recognition of their sustainable location and</p>

	<p>deliverability of these sites and the extent to which their redevelopment should count towards the overall housing target. Other respondents argue that the sites have greater capacity than indicated in the plan and that the Council should work with the MOD to identify further development opportunities within the Town.</p>	<p>brownfield status.</p> <p>Considering viability, the concerns raised have been considered, however it is understood that the cost of redeveloping the existing properties on REEMA Central is likely to be prohibitive in terms of viability given their relatively high existing value. A more likely scenario is that the majority of existing properties will be refurbished and new homes will be provided alongside on those parts of the site that are currently undeveloped.</p> <p>Whilst the Council agree with respondents that any new development on this site should represent an efficient use of the land, provision should also be made for a reasonable level of green space. The density of development proposed is considered to balance the need for addition homes in Carterton and also the need to retain a reasonable level of green space to promote a good quality of life for future residents.</p>
<p>Chipping Norton Sub-Area</p>	<p>Relatively few comments have been received in relation to this policy although a number of key themes emerge. The first is the level of growth proposed with some suggesting that 600 homes is an appropriate target and others suggesting that it should be increased as the lack of school capacity should not be a constraining factor. On a related note, Oxfordshire County Council state in their response that land should be safeguarded in Chipping Norton to provide a third primary school to cater for future growth. Secondary school capacity is considered adequate. The second key issue is a</p>	<p>The Chipping Norton Sub-Area Strategy was subject to significant changes following the 2012 consultation primarily as a result of updated housing evidence.</p> <p>The housing target for the sub area was increased from 600 homes to 1,450 new homes.</p> <p>A decision was passed for the Chipping Norton Neighbourhood Plan not to allocate sites for housing. A site to the East of Chipping Norton was identified</p>

	<p>concern from some parties about the reliance being placed on the Chipping Norton Neighbourhood Plan as the primary mechanism for delivering growth in the town. There have also been calls for more action regarding poor air quality in the town and support for the provision of improved bus services.</p> <p>Concern was expressed about the impact of HGVs on air quality and pedestrian safety in Chipping Norton Town Centre. It is considered that the sub area strategy does not present robust opportunities for improving this situation.</p> <p>Criticism is made that there is no distinct plan for Enstone Airfield evident within the Local Plan. Clarification of the status of Enstone Airfield would help to provide a policy context for determining future planning applications at the site.</p> <p>A number of potential development sites have been proposed at Chipping Norton.</p>	<p>with potential to accommodate about 500 new homes with a range of supporting community infrastructure</p> <p>In addition to this, a number of smaller sites were identified through the SHLAA process to accommodate additional housing</p> <p>No specific additional highways schemes have been identified to alleviate the town centre issues associated with HGV traffic. The Council maintains a commitment to working with partners to address these issues.</p> <p>No specific allocations have been made for Enstone Airfield. The area is considered to be a mainly industrial area and, as such, proposals for future development will be considered against the economic development policies of the plan (as an existing employment site)</p>
Eynsham – Woodstock Sub-Area	<p>A large number of comments have been received, many of which are in the form of a standard letter of objection opposing further development at Woodstock on the basis that the town has already taken its fair share of development and does not have the infrastructure to accommodate further growth. Other Woodstock related issues raised include the need for additional parking and protection of shops.</p>	<p>The work undertaken to date in the Plan's preparation, in particular the Sustainability Appraisal, has identified Eynsham, Long Hanborough and Woodstock as the most appropriate locations for development in this sub-area. Large-scale, strategic development is not however appropriate. Smaller scale allocations will come forward, and be consulted upon, through a follow up Local Plan (Part 2)</p>

	<p>In relation to Blenheim Palace, there have been calls for a specific policy and also for the inclusion of a specific 'buffer zone' to protect the palace from inappropriate development. The Blenheim Estate has suggested a number of potential residential sites which they consider should be allocated within the Local Plan on the basis of meeting local needs and also contributing towards the maintenance and restoration of the Blenheim WHS.</p> <p>In relation to Eynsham, mixed views have been expressed about the potential for further development with some objecting to more housing and a number of developers proposing housing sites to the west.</p> <p>Other more general issues raised include the need for a greater recognition of transport issues within this area including the potential impact of additional traffic on the A4095, lack of healthcare facilities and the need for a policy addressing the Lower Windrush Valley.</p>	<p>document and potentially through Neighbourhood Plans.</p> <p>A specific policy for the Blenheim Palace WHS is now to be included in the Local Plan. The policy seeks to ensure that the exceptional cultural value is protected, promoted and conserved for current and future generations. In consultation with English Heritage, this policy does not include a specific buffer zone around the WHS which is not considered necessary as 'setting' is an important issue to be addressed through the new policy and our historic environment policy and national and local policy. Much of the surrounding also lies within the AONB, Green Belt and Conservation Area.</p> <p>The Council is working with other stakeholders to identify infrastructure requirements, particularly through the IDP, and also with the County Council through the Oxfordshire Local Transport Plan. Specific reference has now been added to the Plan about the need to tackle A40 congestion.</p> <p>The strategy for the area includes 'seeking the retention and development of local services and community facilities' and 'ensuring Woodstock 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</p>
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		<p>parking provision in appropriate locations’.</p> <p>Further future work on the vision for the Lower Windrush Valley will be undertaken in light of on-going work on a variety of studies (including an assessment of the Lower Windrush Valley Project, the County’s Green Infrastructure and the Minerals and Waste Plan), with stakeholder involvement, and in the context of the approach set out in the Eynsham-Woodstock sub-area strategy</p>
<p>Burford – Charlbury Sub-Area</p>	<p>A very small number of comments were received in relation to this part of the plan.</p> <p>A number of respondents raised the issue of transport including in particular greater recognition of the dangerous conditions for pedestrians, cyclists and equestrians on the rural road network and improvements to encourage sustainable transport such as increasing car parking capacity at Kingham Station to reduce commuting by car.</p> <p>The provision of high speed broadband in the area is considered to be an important factor in retaining home workers and in further supporting the viability of settlements such as Charlbury.</p> <p>There appears to be some desire amongst local communities to prepare neighbourhood and community plans although some concerns about the resources involved and whether</p>	<p>Alterations have primarily been made in relation to the supporting text rather than the policy itself, with additional information added to the transport section and further minor amendments for accuracy, including changes suggested by English Heritage.</p> <p>One additional bullet point has been added to the policy to ensure the protection and enhancement of the historic environment and heritage assets of the Burford-Charlbury sub area.</p>

	<p>there are other alternative mechanisms that could be used.</p> <p>Oxfordshire County Council have requested further information on the distribution of housing within the sub-area however so that the impact on schools can be assessed. Potential development opportunities have been suggested at Milton under Wychwood and Shipton under Wychwood.</p>	
<p>Delivery and Monitoring</p>		
	<p>A small number of comments have been received with no major concerns expressed. Some additional delivery partners have been suggested including greater reference to Town and Parish Councils, as well as some additional delivery mechanisms and indicators.</p>	<p>Delivery and monitoring framework was updated in proposed submission plan with broader range of targets and indicators as well as reference to a broader range of delivery partners.</p>

5.7 Focused consultation on housing issues (2014)

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
Plan period	<p>The consultation invited views on whether the end date of the new Local Plan should be extended from 2029 to 2031. Responses on this issue were mixed with a general view from Town and Parish Council and members of the public that the plan period should remain at 2029 and a general view from landowners and developers and other Oxfordshire authorities that the plan period should be extended to 2031.</p>	<p>The NPPF states that Local Plans should preferably cover a period of 15 years from the anticipated date of adoption. Extending the plan to 2031 ensures this is achieved. It also gives consistency with the SHMA and other Local Plans in preparation in Oxfordshire.</p>
Proposed housing target	<p>The housing consultation paper proposed a target of 525 homes per annum a total of 9,450 homes in the period 2011 – 2029. This was lower than the 660 homes per annum recommended in the SHMA.</p> <p>Mixed views were received. Most Town and Parish Councils and members of the public considered the target to be reasonable or too high and landowners and developers argued that the target is too low and would fail to deliver the ‘objectively assessed’ housing need identified by the SHMA.</p> <p>The other Oxfordshire local authorities also expressed concerns that the Council was not seeking to meet the recommendation of the SHMA in full.</p>	<p>The Council has concerns about the findings of the SHMA including the extent to which it is based on demographic projections that have been affected by an abnormally high period of house building in the District. In addition, the approach taken towards job-led growth in the SHMA appears to conflict with advice on identifying housing needs published by the Planning Advisory Service in June 2014 and also some recent case law which establishes that an objective assessment of housing need should be ‘policy neutral’ and not based on forecast job growth linked to local enterprise partnerships and other initiatives.</p> <p>In light of the concerns relating to the SHMA, two separate independent analyses have been undertaken. The findings of these analyses provide a valid justification for West Oxfordshire’s objectively assessed housing need to be adjusted downwards</p>

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
		from 660 homes per year to 525 per year.
Proposed spatial strategy	<p>Consultees were broadly in agreement the proposed Spatial Strategy presented the most logical and sustainable strategy for delivering new residential development in the District. Many stated that focusing growth on main settlements will provide better access to services and facilities via sustainable means. New development would also be located in closer proximity to employment opportunities reducing the need to travel.</p> <p>Many respondents considered that there was too much emphasis on the main settlements in the District to accommodate development and that more housing should be distributed throughout the rural service centres and larger villages. There is concern that focussing development within the main service centres will have a detrimental impact on existing infrastructure including roads and community facilities, with knock on effects of increased traffic in neighbouring villages.</p> <p>The principle of distributing some development throughout the rural service centres is supported, by site promoters, many of whom wished to see an increase in the level of growth proposed for rural service centres.</p> <p>Many Parish Councils welcome modest growth within their</p>	<p>In accordance with this and previous consultation responses and the Sustainability Appraisal, the plan continues with a settlement hierarchy, seeking to focus the majority of new development into the Witney, Carterton and Chipping Norton sub-areas with a particular focus on the three main towns themselves as main service centres.</p> <p>The Council is committed to an early review of the Plan to consider, along with the other Oxfordshire planning authorities, a strategy for Oxford's unmet needs.</p>

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
	<p>settlements to include an element of affordable housing. Smaller settlements should only experience limited development however in order to protect their character. Many respondents were concerned about the impact of development on character of their settlements, including Eynsham, Long Hanborough and Woodstock. There was also concern expressed about the categorisation of settlements as 'Rural Service Centres' as they do not have the level of services and facilities to support significant growth.</p> <p>In terms of alternative spatial strategies, some emphasised the need to take account of Oxford City's unmet needs and potential for a review of the greenbelt. Others suggested development along transport corridors to provide other options for growth. The option for a new settlement was also considered as a reasonable alternative option to focussing growth at existing settlements</p>	
Housing Distribution and Sites		
Witney sub-area		
Overall level of housing for sub-area	<p>A number of consultees, particularly site promoters and developers, considered that if the overall plan does not meet the objectively assessed housing needs for the district then the level of growth for Witney is also too low. They argue that:</p> <ul style="list-style-type: none"> - Witney should be a focus for higher levels of growth and should take account of Oxford City's unmet need 	<p>Further evidence was gathered in support of the proposed housing target for West Oxon.</p> <p>The apportionment for Witney remained the same in the proposed submission Local Plan although the target was increased slightly to take account of the longer plan period (to 2031)</p>

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
	<p>at this stage.</p> <ul style="list-style-type: none"> - As the largest town in the District it should accommodate the largest level of growth. <p>A significant number of consultees consider that the housing target should be reduced in light of clear constraints including insufficient highways and community infrastructure. They say that such significant levels of growth will have a severe impact on the highways network both in and around Witney, particularly the A40 and Bridge Street</p> <p>Sufficient transport and community infrastructure should be introduced to support this level of housing growth.</p> <p>Some comment that the number of homes planned gives too much weight to the SHMA projections and is therefore too high.</p> <p>The high level of growth proposed will have a detrimental impact on the Character of Witney.</p> <p>The level of growth is also seen as being detrimental to local ecology and will increase the level of flood risk in the town</p>	<p>Consultation with infrastructure providers indicates that sufficient infrastructure can be delivered to support new residential development in the sub-area. Although the concerns are recognised, the housing target was not adjusted in light of the issues raised</p> <p>Evidence has been gathered to support the proposed lower target than that presented in the SHMA. It is still deemed necessary to significantly increase the delivery of new housing in West Oxfordshire however and Witney is considered to be the most sustainable location.</p> <p>SFRA Level 2 and Ecology Assessment have been produced to further assess the issues raised by consultees. The housing target was not altered as</p>

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		sufficient mitigation will be provided through other Local Plan policies.
East Witney Strategic Development Area	The principle of development within this area attracted very few representation and few objections. The number of dwellings proposed was increased, mainly through the identification of limited development on the western side of Stanton Harcourt Road. Some concerns were, however, highlighted, focusing primarily on traffic impact, school capacity, viability of the proposed development, surface water run-off, the impact of the new Shores Green junction on High Cogges and concerns about additional traffic through South Leigh.	<p>The Council recognises that there are a number of key issues for consideration, including surface water run-off, landscape and transport, but it is considered that these issues are all capable of being satisfactorily addressed by appropriate mitigation through the planning process.</p> <p>Following a further assessment of site capacity and viability (given the high infrastructure costs of bringing this site forward) and the increased overall housing requirement, the Council considers it appropriate to increase the number of homes proposed here.</p> <p>The site continues to represent a sustainable development opportunity with no significant constraints to development.</p> <p>The Plan includes a requirement for the development to provide the Shores Green Slip Roads scheme to enable movements on the A40 both east and west of this key junction.</p>
North Witney Strategic Development Area	A large number of representations were made in relation to Witney's expansion to the north. These were mainly objections and related predominantly to the proposed strategic development area; there were both objections and support for the West End Link Road. Comments focused primarily on flood risk, ecology, landscape impact, the	<p>This site was identified in the focused consultation as a preferred site option to help meet the increased housing requirement.</p> <p>In light of the various issues raised, a significant body of additional work was carried out, both in-house and by external consultants, to help determine</p>

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
	<p>viability/deliverability of the proposed development and traffic impact.</p>	<p>whether the issues can be satisfactorily addressed.</p> <p>A preliminary ecological assessment of the site, and the related West End Link Road, has been undertaken and concluded there are no significant constraints. The site itself has little ecological value other than the important hedgerows and plantation woodland on the site which will be retained as part of the development. The route of the West End Link is a more sensitive location but no significant ecological constraints have been identified.</p> <p>In light of an assessment of landscape impact, the Council considers the site is capable of accommodating 1,000 new homes without undue adverse impact. Any development of the site will need to be accompanied by a detailed landscape and visual impact assessment with appropriate landscape mitigation measures to be incorporated into the development as appropriate.</p> <p>In terms of traffic impact, the modelling work undertaken suggests that as part of a strategic package of transport measures at Witney (alongside the Down's Road junction and Shores Green etc.) the provision of the West End Link would mitigate the traffic impact of the North Witney development</p>

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		<p>and would also create a number of benefits including a reduction in traffic movements through the Staple Hall junction and a reduction in rat-running in a number of surrounding locations including Crawley. Whilst the scheme will not eliminate traffic congestion in Bridge Street, it will nonetheless provide some demonstrable benefits.</p> <p>A Level 2 Strategic Flood Risk Assessment (SFRA) has been prepared to provide further advice. In relation to the North Witney site the report identifies that there is significant scope through appropriate design of the housing development to improve the existing downstream flooding problems through a combination of measures including river attenuation, sustainable drainage and improvements to the existing culvert headwall structure and trash screen.</p> <p>In relation to the West End Link, the report identifies that there is potential to use the bridge crossing to restrict flows subject to proper design of the highway structures which could potentially alleviate existing flooding problems in Witney.</p> <p>In terms of viability and deliverability, the Council are confident that all necessary land to bring the North</p>

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		<p>Witney scheme forward is in control of the site promoters and that it represents a financially viable proposition.</p> <p>The Council concludes that the site represents a sustainable development opportunity for Witney and that there are no significant constraints which prevent the site from being included in the pre-submission draft Local Plan.</p>
Alternative sites/options	<p>The consistent view expressed amongst some consultees was that both the north east and south Witney sites would present a more sustainable opportunity for residential development than the proposed North Witney SDA as both would have less significant landscape, highways, amenity and ecology impacts.</p> <p>They argue that neither of the alternative sites would result in coalescence with neighbouring settlements such as Ducklington and Curbridge.</p> <p>Site promoters considered that the alternative sites should be more fully assessed to enable a proper comparative assessment of all the Witney alternative sites.</p>	<p>Following the consultation, a more thorough analysis of the North East and South Witney sites was undertaken using existing evidence and further evidence gathered, particularly in relation to landscape.</p> <p>Alternative options to the south and north-east of Witney have been considered in detail but are not proposed to be allocated. Land to the south of the town is physically segregated by virtue of the A40 and there are concerns regarding noise, odour and landscape impact. Furthermore, unlike the alternative options, the scheme would not deliver any strategic highway improvements for Witney.</p> <p>Land to the north east of the town is highly sensitive in terms of landscape impact and importantly, in</p>

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
		terms of deliverability, and there is some uncertainty in relation to the assembly of land needed to provide satisfactory access arrangements onto Jubilee Way.
Carterton sub-area		
Overall level of housing for sub-area	<p>It was suggested by some through the consultation that the level of housing growth proposed gives too much weight to the SHMA projections which are flawed.</p> <p>Some consultees suggested that the level of growth proposed for Carterton is too high and housing should be distributed more widely through the sub area.</p> <p>Some respondents, particularly site promoters and developers, considered that the housing target for the sub area should be increased to reflect the full objectively assessed needs presented in the Oxfordshire SHMA</p> <p>The impact on the sewage treatment works should be carefully considered to ensure that there are no detrimental impacts on watercourses.</p> <p>Insufficient infrastructure including problems on the A40, health and education provision and the capacity of the fresh and foul water network were recognised as key issues that should constrain the level of housing development in the sub area</p>	<p>Consultation with infrastructure providers indicates that upgrades to highways, utilities and community infrastructure can be delivered through new development in the sub area, to support the proposed level of growth.</p> <p>The housing target for the sub area was increased to take account of the longer plan timescale (to 2031) although the apportionment of the overall housing target to Carterton remained the same.</p> <p>Consultation with infrastructure providers has indicated that infrastructure in the sub area can be improved to support new development, subject to developer contributions for onsite and off-site provision</p> <p>The housing target has been thoroughly tested and has not been reduced as a result of concerns about the highways, community or utilities infrastructure</p>

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
	<p>Residential growth should be balanced with increased employment opportunities to reduce out- commuting.</p> <p>Concern regarding the floodrisk impacts of significant residential development in the Carterton Sub Area</p>	<p>Flood risk impacts will be mitigated through the policies of the Local Plan. The housing target was not adjusted in light of these concerns.</p>
East Carterton Strategic Development Area	<p>Comments received focused primarily on noise, light and air pollution, traffic impact, landscape impact and coalescence with Brize Norton village.</p>	<p>The site now benefits from a resolution to grant outline planning permission subject to a legal agreement.</p>
REEMA Central Strategic Development Area	<p>Few comments have been received in the relation to this proposal</p>	<p>This site has been well-supported throughout the stages of consultation. It is previously developed land, close to the town centre and represents a sustainable development opportunity.</p>
Alternative sites/options	<p>Alternative site options were suggested by site promoters including land at Foxbury Farm and Aston Road in Bampton.</p> <p>Smaller scale growth distributed amongst smaller settlements in the sub area is seen as a more sustainable approach than large scale strategic development as it would protect the identity of neighbouring settlements.</p> <p>The overwhelming view expressed through the consultation was that no further site allocations should be identified in the Carterton Sub Area. Most of these views were expressed in the form of a standard response.</p>	<p>Permission has been granted for the development of 700 houses to the East of Carterton since the focused housing consultation was completed. Only the REEMA land has been carried forward as a strategic housing allocation the proposed submission Local Plan.</p> <p>In light of assessments of housing target, strategy and sites, including through the Sustainability Appraisal, it is not considered necessary to allocate any further strategic scale sites for the Carterton sub area at this stage.</p>

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
Chipping Norton sub-area		
Overall level of housing for sub-area	<p>Consultees are concerned about the capacity of local infrastructure including highways, community facilities and utilities to accommodate the proposed level of housing growth.</p> <p>The elevation of Chipping Norton and topography of the sub area is identified by some as an important consideration in determining the housing target for the sub area.</p> <p>Some stress that serious consideration should be given to the landscape impact and the impact on the character of the town from the proposed housing growth.</p> <p>The level of growth proposed for the sub area, and particularly Chipping Norton, is considered by many to be too great as the town has grown more organically in the past.</p> <p>It was highlighted that significant new development would have a detrimental impact on local wildlife and ecology</p> <p>Respondents were also concerned about the potential for significant out commuting as a result of new residential development without the right balance of employment opportunities, arguing that this will have a detrimental impact on the highway network which is already congested and suffers from air pollution, particularly in the centre of</p>	<p>Consultation with infrastructure providers has indicated that infrastructure in the sub area can be improved to support new development, subject to developer contributions for onsite and off site provision</p> <p>It will be necessary to deliver a new primary school in Chipping Norton to support the proposed level of housing development.</p> <p>The housing target has not been reduced as a result of concerns about the highways, community or utilities infrastructure</p> <p>The impact of new housing development on the landscape and historic character of settlements will be mitigated by the relevant policies of the Local Plan.</p> <p>In light of assessments of housing target, strategy and sites, including through the Sustainability Appraisal, the strategy and housing target for the sub area has not been adjusted in light of concerns about the environmental impact of development.</p> <p>Land has been identified in the Local Plan for</p>

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
	Chipping Norton	potential new business development to try and balance economic development with new housing.
East Chipping Norton Strategic Development Area	Comments focused primarily on landscape and amenity impact, surface water run-off, the balance of housing and jobs, traffic impact, the need to develop brownfield sites first, ecology and impact on infrastructure.	The Council believe this site represents a sustainable development opportunity. It is located within comfortable walking and cycling distance of Chipping Norton Town Centre, 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. Following a further assessment of the site, to help meet the increased housing requirements, the allocation has been increased from 500 to 600 homes. 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.
Alternative sites/options	The view expressed by many through the consultation was that opportunities for brownfield development should be sought before developing large scale greenfield sites on the edge of the town	All available brownfield sites have been considered through the plan making process including the preparation of the SHLAA. It is considered necessary to allocate greenfield land on the edge of the settlement to ensure that the plan is deliverable, while still anticipating the development of brownfield sites in and around the town for

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
		residential development.
Eynsham-Woodstock sub-area		
Overall level of housing for sub-area	<p>Some respondents, particularly site promoters and developers, consider that the level of housing proposed should be increased to take account of full objectively assessed needs and Oxford City's unmet need.</p> <p>It is argued by some that this Sub Area includes sustainable settlements that can accommodate a proportion of the housing development proposed.</p> <p>Concern was expressed about waste water infrastructure and the need for there to be sufficient capacity to accommodate growth.</p> <p>Concern was expressed that the housing target for sub area does not take account of environmental constraints or infrastructure capacity</p> <p>A number of respondents reflected that the infrastructure in the sub area is insufficient to support the proposed level of growth, emphasising in particular that community infrastructure is stretched to capacity including educational and health care facilities and that utilities infrastructure will require upgrading.</p>	<p>Further evidence has been gathered to support the proposed housing target for West Oxfordshire. The housing target for the sub-area has been increased to take account of the extended plan period (to 2031)</p> <p>Consultation with infrastructure providers has indicated that infrastructure in the sub area can be improved to support new development, subject to developer contributions for onsite and off-site provision</p> <p>Planned housing growth in the sub area will be supported by emerging transport plans for the A40 and improvements to sustainable transport infrastructure. Specific reference will be made to the improvements being progressed by the County Council as part of the Oxford Science Transit project, including the identification of Eynsham as a potential location for a park and ride site and planned measures for A40 bus priority.</p> <p>In light of assessments of housing target, strategy and sites, including through the Sustainability Appraisal, the strategy and housing target for the sub area has</p>

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
	<p>Many emphasise that growth proposed within the sub area as well as Carterton and Witney will have a severe detrimental impact on the A40 and A4095 and that housing development should not come forward until improvements to the road infrastructure have been delivered</p> <p>Others explain that settlements within the sub area are reaching their natural capacity</p> <p>Some representations state that housing target should not compromise heritage assets in the sub area</p> <p>Some argue that Woodstock has had its fair share of development and, in order to preserve its historic character, requires no further building</p> <p>Consultees expressed concern about the need to build on greenfield land within the sub area, particularly at Eynsham, Woodstock and Long Hanborough, altering the rural character of these settlements.</p> <p>Others emphasise that new housing needs to be well planned with the right balance of green spaces.</p> <p>Greater clarity is called for by some as to where houses will be built within the sub area to ensure that development is plan led rather than speculative.</p>	<p>not been adjusted in light of concerns about the highways, community or utilities infrastructure and the environmental impact of development.</p> <p>The impact of new housing development on the landscape and historic character of settlements will be mitigated by the relevant policies of the Local Plan.</p>

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
Alternative sites/options	<p>Further sites were suggested through the consultation process including land at Tackley, Stanton Harcourt, Standlake, Wootton and Eynsham. These sites were all suggested by site promoters.</p> <p>Further to this many respondents considered that developments should be smaller scale and distributed more widely amongst towns and villages as these smaller schemes are less likely to erode the character of settlements and impact on the existing community</p>	<p>Sites suggested through the consultation have been considered through the plan making process and have been included in the land supply calculations.</p> <p>It is not considered necessary to allocate any further sites in the Eynsham Woodstock sub area as the necessary housing will be delivered through the planning application process.</p> <p>No changes to the sub area strategy or site allocations were made as a result of the focussed housing consultation.</p>
Burford-Charlbury sub-area		
Overall level of housing for sub-area	<p>Some respondents, particularly site promoters and developers, consider that the level of housing proposed should be increased to take account of full objectively assessed needs and Oxford City's unmet need.</p> <p>More sites should be identified for accommodating the housing development rather than over reliance on windfalls.</p> <p>Education facilities in the sub area will experience increasing demand as a result of proposed housing growth. It will be necessary to improve local community infrastructure to support new housing development.</p> <p>The housing target for the sub area does not appear to be</p>	<p>Further evidence has been gathered to support the proposed housing target for West Oxfordshire. The housing target for the sub-area has been increased to take account of the extended plan period (to 2031)</p> <p>Consultation with infrastructure providers has indicated that infrastructure in the sub area can be improved to support new development, subject to developer contributions for onsite and off site provision.</p>

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
	<p>driven by employment considerations and is likely to increase the level of out commuting to other centres.</p> <p>There is concern about the capacity of infrastructure including highways, community facilities and utilities to accommodate the proposed level of growth</p> <p>The impact on the environmental qualities of the sub-area should be a key consideration in determining the housing target, as degradation of the heritage and landscape of the area would be detrimental to the attractiveness of the area as a tourist destination</p>	<p>The housing target has not been reduced as a result of concerns about the highways, community or utilities infrastructure</p> <p>The impact of new housing development on the landscape and historic character of settlements will be mitigated by the relevant policies of the Local Plan.</p> <p>In light of assessments of housing target, strategy and sites, including through the Sustainability Appraisal, the strategy and housing target for the sub area has not been adjusted in light of concerns about the environmental impact of development.</p>
Alternative sites/options	<p>Representations received from site promoters put forward large scale sites on the edge of Burford that they argue are sustainable and could accommodate the necessary housing development including land to the east of Frethern Close and land off Shilton Road to the south of the A40.</p> <p>Sites have also been promoted elsewhere in the sub-area including land at Milton under Wychwood.</p>	<p>The majority of alternative sites suggested through the consultation have been assessed through the plan making process and have been ruled out primarily on the basis of landscape and highways impact grounds.</p> <p>The spatial strategy for the Burford Charlbury sub area has not been altered as a result of the consultation findings. It is not considered necessary to allocate sites for development in the Burford Charlbury sub area at this stage and that the housing target can be met through the planning application process.</p>

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
Business Land Provision		
Overall level of business land provision	Concern was raised by some respondents regarding the overall level of additional business land identified in the emerging plan which they considered to be insufficient. However, other respondents felt that 60ha of employment land is excessive and will put additional stress on existing infrastructure.	<p>Following the previous consultation, officers commissioned further work to assess the business land requirements in the District (West Oxfordshire Economic Snapshot, CAG Consultants, February 2015).</p> <p>To provide flexibility and also in response to some concerns raised at the previous consultation stages regarding the perceived lack of employment land available, particularly in Carterton, the pre-submission draft Local Plan seeks to increase provision at Carterton (by an additional 10 hectares) and Chipping Norton (up to an additional 7.3 hectares). Existing employment sites will be safeguarded and non-employment uses only permitted subject to a number of criteria.</p>
Additional provision in Carterton	Whilst some respondents disagreed that there is a need to provide additional business land in Carterton as evidenced by unoccupied units, other respondents raised concerns regarding the levels of commuting into other parts of Oxfordshire due to the lack of business provision in the town.	As above, to provide flexibility in line with the recommendations of the latest economy study and also in response to some concerns raised at the previous consultation stages regarding the perceived lack of employment land available in Carterton, the plan seeks to increase provision at Carterton (by an additional 10 hectares).
Site in Monahan Way for business use	Whilst some concern was raised to the relocation of the playing fields, many respondents were supportive towards this approach, provided a new site is accessible and some	Following on from the focused housing consultation and given the general support towards this approach, the pre-submission draft Local Plan makes reference

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
	respondents suggested alternative sites to improve the overall sports provision in the town.	to the option of replacing the existing sports pitches on the corner of Monahan Way and Carterton Road with employment land (subject to replacement of the pitches in a suitable location elsewhere).
Additional sites in Carterton	Respondents were asked whether there are any other sites in or around Carterton that would be suitable for business use, however very few sites were suggested and those respondents who did suggest alternative sites, such as land to the north of Carterton, were site promoters.	The pre-submission draft Local Plan 2031 recognises that there is a desire locally to increase the amount of employment land available in Carterton and evidence suggests that there is a lack of jobs relative to resident workers. The emerging plan therefore commits the Council to supporting the provision of additional employment land at Carterton in suitable locations and the Council will work in partnership to help identify suitable sites.
Affordable Housing		
Triggers for provision	The responses to the consultation were made ahead of the Government's announcement on the 10 dwelling threshold. Some landowners and site promoters felt that by imposing a threshold from the smaller sites upwards that this would stifle development and result in no affordable being delivered in rural areas. Some parishes felt that affordable housing should always be provided even with a net gain of 2 dwellings, either on-site or via commuted sums, except where the development was self / custom build.	National policy in relation to affordable housing has recently changed. Our proposed approach of small residential schemes of 1-5 units not being required to make any provision towards affordable housing will accord with this policy. For medium-scale schemes of 6-10 units, where these are located in the Cotswolds AONB (a designated rural area) the Council is entitled to seek financial contributions towards the provision of affordable housing by way of a commuted sum. It is proposed that this will be calculated on the basis of a £per m2 charge similar to the operation of the Community Infrastructure Levy (CIL). The rate will

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
		<p>be kept under review.</p> <p>Outside of the AONB, schemes of 6-10 units will not be required to make provision for affordable housing. This is in accordance with national policy.</p> <p>For larger residential schemes of 11 or more units, the policy requires the provision of on-site affordable housing, the quantum of which will vary by location. In this regard the District has been divided into 3 different 'value' zones and within the high value zone, a requirement of 50% affordable housing will apply, in the medium zone 40% and in the low value zone 35%.</p>
Self-build exemption	<p>Some felt that all residential schemes ought to contribute towards affordable housing. Others agreed that self / custom built schemes should be exempt from the provision of affordable housing to encourage take-up of this type of housing. Some concern was expressed that established builders might try to take advantage of perceived 'loop holes' to acquire plots and develop to order. There was the suggestion that developers provide serviced plots to self / custom builders, and that to make the dwelling viable that it be exempt from contributions to both affordable housing and CIL.</p>	<p>The Government set out its intention to increase the number of self / custom build in Housing Strategy for England <i>Laying the foundations</i> 2011. It set out a number of targets, and in order to incentivise would-be self / custom builders exempted this form of housing from paying the Community Infrastructure Levy.</p>
Level of provision	<p>There was a mixed response to this question in the consultation. Responses ranged from 6 to 11 to 25 dwellings. Some suggested that the threshold be based upon local need at the time of the development.</p>	<p>National policy now states that only on schemes of 10 dwellings or more, should affordable housing be sought. In certain rural areas, such as Areas of Outstanding Natural Beauty, a lower threshold can</p>

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
		apply to schemes of 6-10 dwellings.
Three value areas	Landowners and site promoters who responded did not agree to the proposal to divide the District into 3 value differential areas, and suggested a 30% provision of affordable housing across West Oxfordshire, or by reducing the requirement for affordable housing and increasing the supply of development areas. Some concern was expressed that the 50 % higher value area may deter development in areas where potentially it was needed most. A suggestion that the wording of the Plan could be stronger, seeking 'at least' rather than 'up to'.	In order to reflect the fact that the gross development value in Woodstock and Burford is likely to be higher than in say Carterton, it is not considered feasible to adopt a flat rate across the District. Instead there will be three value differential areas of: higher value zone 50% affordable housing, medium value zone 40% and in the lower value zone 35%. These contributions will be sought on-site, and the mix and tenure will be responsive to identified local need and site specific opportunities.
Tenure of provision	A tenure mix of 2:1 affordable rent to intermediate was broadly acceptable to the majority of respondents. Some site promoters felt that there should be flexibility around location, demand / needs.	In terms of size and tenure of affordable housing, as a general guide the Council will seek 65% one and two-bedroom homes and 35% three and four bedroom homes. Tenure will typically comprise two thirds affordable rent and one third intermediate housing.
Commuted sum calculation	It was considered reasonable to calculate the commuted sum on a £ per meter basis and for it to be worked up alongside CIL, by Parishes and individuals. Landowners and site promoters felt that the level should be set to encourage sites coming forward.	Given the high level of affordable housing need in the District, the Council considers it reasonable to seek a contribution on scheme of 6 to 10 dwellings. The most appropriate way is to mirror the calculation for CIL, that is on a £ per square meter basis of market housing. E.g. a market scheme of 6 dwelling of 100M2 would make a contribution of £ 10,000 per dwelling towards the provision of affordable housing.
Housing mix		
Market housing proportions	Landowners and site promoters were critical of the	In terms of housing mix, the plan seeks to ensure the

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
	<p>proposals and suggested that the District not be unduly prescriptive about the general mix of housing. They also suggested that the guidance is better placed outside the plan. Parishes tended to be supportive of the proposals as a general guide, recognising the need to maintain vibrant and thriving communities. Some respondents would like to see more smaller dwelling developed to meet the needs of younger people on lower local incomes. Some felt that there was too much housing proposed at the upper end of the market – executive size homes.</p>	<p>provision of a balanced mix of accommodation to help cater for a broad range of needs. It is proposed that larger residential schemes of 11 or more units provide at least 25% of market and affordable homes as accessible and adaptable housing (formerly lifetime homes) and at least 5% as wheelchair user dwellings.</p>
Affordable housing provision	<p>Landowners who responded agreed that as a guide the proposals were acceptable, providing that there was room for negotiation.</p> <p>It was suggested that 65% smaller provision may not meet local need. There was a suggestion that the proportion of smaller to family housing be reversed to meet the perceived growing need of larger families.</p>	<p>As a guide the Council will seek an overall mix of the following proportions; 65% one and two bedroom homes to meet the needs of younger single and couple households, older people and smaller families, 35% to be three and four bedroom homes. In terms of the type of affordable housing to be provided, there is a significantly greater need for rented accommodation than for other forms of intermediate. As a result the Local Plan suggests a 2:1 ratio in favour of affordable rent to intermediate.</p>
Meeting the needs of specific groups		
Older people	<p>Respondents were broadly in support of the development of specialist provision for older persons in West Oxfordshire. Some spoke of incentives that may be deployed to encourage downsizing, and of meeting the expectations the older generation.</p> <p>Some also agreed that the measures outlined in the</p>	<p>West Oxfordshire has a relatively older demographic profile. Future projections suggest that in the period 2011-2013 the proportion of aged 55+ is set to increase by 54%, with significant numbers in the 85+ age group. This will have implications for requiring accommodation suitable for the needs of those with</p>

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
	<p>consultation paper will help to meet the future housing needs of West Oxfordshire's ageing population. Units clustered into a complex may not be as attractive as 'traditional' forms of housing. Some acknowledged that West Oxfordshire has a faster growing older population than other Oxfordshire Districts. At the time of responding, there was no Extra Care Housing (ECH) provision in West Oxfordshire (although 2 schemes were on site). The County Council reiterated that West Oxon ought to be seeking to deliver 55 units of ECH per 1000 head of population (this figure relates to the over 75's), and that by using this formula there ought to be 945 units of ECH across West Oxfordshire.</p> <p>It was suggested that the development of older person's accommodation could help to create a critical mass of demand for services and amenities, including bus services, especially if located on existing commercial corridors. This would also address the issue of older persons housing not being well located in terms of public transport. And that they ought to ideally be situated on a route of at least hourly frequency.</p> <p>There was a feeling among respondents that older person's accommodation, whatever form it took, ought to be integrated into larger development, and should provide a range of products for occupiers / purchasers.</p> <p>There were a few suggestions talking about bungalows being more suitable for older persons.</p>	<p>increasing frailty and a rising population of those with dementia related conditions.</p> <p>The Local Plan has a key role to play in ensuring that suitable housing and support is provided for older people in West Oxfordshire. This can range from ensuring the new build dwellings are adaptable to the development of specialist retirement housing. Policy H4 states that particular support will be given to proposals for specialist housing for older people including, but not limited to, extra-care housing. Opportunities will be sought in service centres and other locations with good access to services and facilities for older people.</p>
Younger people	There was a feeling among respondents that housing	The ability to retain young people in an area can

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
	<p>provision focussed on younger people ought to be strategically located close to areas of employment, to assist green/low cost forms of transport, and to remain in the area where they have connections. Adequate infrastructure should be sought to minimise outward migration and co-ordinate land allocation.</p> <p>Most respondents agreed that more affordable provision for younger people be provided, however, there were differences of opinion over what form of tenure / product this housing take. Ranging from hostels to discounted market.</p>	<p>assist in providing a more balanced demographic profile as well as a vital part of the local workforce. Younger people do tend to rely more upon the private rented sector, and also on affordable rented housing. The provision of affordable housing (Policy H3) and support for self-build projects (Policy H5) will also help to meet the needs of younger people.</p>
People with disabilities	<p>There were suggestions among the respondents that the District Council ought to take the lead and indicate the proportion of accessible etc housing to be provided on developments. One suggestion was to ensure that all homes be 'disability ready', and easily adaptable to meet future needs.</p> <p>The County Council pointed out that disability meant more than physical needs and that the District out to consider the needs of all groups requiring some form of supported living. There was a suggestion that for certain groups requiring specialist housing, that it could be delivered via an arrangement of a small number of 4/5 bedroom homes located close to town centres on larger developments. And it was pointed out how important access to cheap and frequent public transport if to those with non-mainstream needs.</p> <p>It was observed that in addition to housing, disability requires support, transport and employment.</p>	<p>The County Council is aiming to deliver 390 homes for adults with care and support needs by 2020. Their strategy indicates that West Oxfordshire could provide 63 of the overall target, with a particular focus on Witney.</p> <p>The Council will require larger developments, of 11 or more dwellings, to provide a percentage of market and affordable homes as wheelchair user dwellings. Working closely with the County Council and other partners, the Council will seek to identify suitable sites and opportunities to provide an increased supply of housing with supported housing needs.</p>

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
Black and minority ethnic households	<p>There was agreement that the Council ought to be seeking a balanced mix of house types to meet the needs of the widest community.</p> <p>The need for integration and a good mix of backgrounds was emphasised.</p>	<p>Given the relatively small Black, Asian and Minority Ethnic (BAME) population of the district, and the SHMA suggestion that the implications are more of a housing than planning strategy, we are not proposing any specific measures to address the housing needs of BAME households. Of course the Council will continue to seek a balanced mix of dwelling types and tenures to meet the needs of a range of different people.</p>
Households with children	<p>Requirements for Primary Education should be a material consideration when determining new development plans. Easy access to healthcare and safe play areas are of importance. Thought should be given to one-wage earner families and their need for suitable homes.</p>	<p>Evidence from the recent SHMA indicates that the number of children in the sub-fifteen age group is set rise markedly (33%) in the period up to 2031. It further states that Councils should ensure that their housing offer meets the needs of such households in relation to the quality of housing.</p>
Self-build	<p>The Council should indicate the degree of self / custom build will be required on developments. A suggestion that training and advice be given by the District to self / custom builders. It was suggested by a development lobby group that self / custom build should only be provided where it does not adversely affect scheme viability. Overall the majority of respondents were in favour of the concept. Some favouring a range of solutions from an obligation on developers to allocating a specific site in the Plan, in-filling and Planning Criteria.</p> <p>A self / custom build best practice web-site was suggested to assist those new to this form of house building to interact</p>	<p>In order to address the need for custom & 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.</p> <p>The Council will generally control access to custom/self-build by maintaining a Register of Interest of those who wish to become custom builders and meet relevant criteria. Such criteria can include; demonstrating a local connection to West</p>

Plan Section	Main Issues	How it was addressed in drafting the Local Plan
	with those who have completed their own homes.	Oxfordshire, financial means to complete the construction of their home and evidence that it will be their sole and main residence.
Travelling communities	Comments included ensuring that all applications were dealt with impartially, that landscaping was given higher weight than currently, that site identification is the most critical factor, that sites should be within walking distance of shops, GP's and ideally schools to discourage isolation and improve integration. There was a desire for the District to be clear about the publication and themes of the GTAA.	It is the Council's intention to identify specific sites for the travelling communities through an early review of the Local Plan. Until then, a criteria based policy will be used when assessing speculative planning applications. The most recent evidence suggests that for Gypsy, Roma and Travellers (GRT) there is a need for around 20 additional pitches in the period up to 2029. For travelling Showpeople, there is a need for 27 plots over the same period. Taking into account existing provision there is a shortfall of around 16 pitched for GRT and 21 plots for travelling Showpeople.

6. DUTY TO COOPERATE

Planning issues are not confined to local authority boundaries. The Localism Act 2011 places a legal duty on local planning authorities, county councils and public bodies to 'engage constructively, actively and on an on-going basis' to maximise the effectiveness of plan preparation in the context of strategic cross boundary matters. Councils are required to work collaboratively to ensure that strategic priorities across local boundaries are properly coordinated and clearly reflected in individual local plans.

On-going and constructive engagement has taken place throughout the production of the West Oxfordshire Local Plan with neighbouring authorities and relevant organisations. A separate Statement of Compliance has been published to demonstrate that the Local Plan has been prepared in accordance with the duty to co-operate and provides relevant evidence as appropriate throughout.

<http://www.westoxon.gov.uk/media/1037107/Duty-to-Co-operate-Statement-March-2015.pdf>

7. WHAT HAPPENS NEXT?

Following on from the consultation in Spring 2015 on the Pre-Submission West Oxfordshire Local Plan, the representations received will be considered, together with the need for any changes to the plan. It is anticipated that the Local Plan, and accompanying Policies Map and Sustainability Appraisal, will be ready for submission to the Secretary of State in May 2015. This is likely to result in an examination in Autumn 2015 when an Inspector will consider whether the plan has been positively prepared and that its policies are justified, effective and are in conformity with the NPPF. Following this, the Inspector will produce a report of his/her findings. The Council aims to formally adopt the Local Plan early in 2016.

Appendix I: Summary List of ‘Specific’ and ‘General’ Consultation Bodies

In the plan making process, the Council is required to consult organisations which are known as either ‘specific’ or ‘general’ consultees. In addition, the government introduced a ‘Duty to co-operate’ in the 2012 planning regulations. Many of the consultees listed under the Duty to co-operate are already included in the list of ‘specific’ consultees below but for completeness they are all identified separately here. Please note: as the legislation and regulations are frequently updated, the lists of consultees below may change over time.

Specific consultation bodies

These consultees must be consulted if the Council considers the body is affected by what is proposed in a planning policy document.

- Oxfordshire County Council and adjoining County Councils
- Adjoining Local Authorities (Cotswolds DC, Cherwell DC, Vale of the White Horse DC, Stratford-upon-Avon DC)
- Town and Parish Councils/Meetings and Town and Parish Councils/meetings which adjoin West Oxfordshire
- Environment Agency
- English Heritage
- Natural England
- Network Rail Infrastructure Limited
- Highways Agency
- Telecommunications operators
- Sewage and water undertakers
- Oxfordshire Clinical Commissioning Groups
- Oxford Health NHS Foundation Trust
- Gas and Electricity operators
- The Homes and Communities Agency
- Thames Valley Police
- Police and Crime Commissioner
- Local Nature Partnership – Wild Oxfordshire
- Local Enterprise Partnership

General consultation bodies - examples

There are a wide range of other groups, organisations and interested individuals who, depending on the nature of the document, may be consulted. The following list sets out the types of groups who we will seek to involve and give examples.

- Local Councillors
- Nearby Local Authorities – Oxford City, South Oxfordshire District Council and Swindon Borough Council
- Local community and voluntary groups – which may include: Civic societies (eg Eynsham Society), Community groups (e.g. Oxfordshire Rural Community Council), Environmental groups (e.g. Transition Eynsham Area) and other groups representing local interests

- Wildlife and conservation groups – e.g. Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust (BBOWT), Cotswolds Conservation Board, Campaign for the Protection of Rural England (CPRE)
- Local service providers – e.g. Thames Valley Police, Cottsway Housing
- Local business groups – e.g. Local Chambers of Commerce, Federation of Small Businesses
- Developers and landowners – e.g. planning agents, the Home Builders Federation, defence Estates
- Ethnic minority groups – e.g. Commission for Racial Equality
- Disability groups – e.g. Oxfordshire Council of Disabled People
- Gypsies, Travellers and Travelling Showpeople – e.g. National Gypsy Council, Showmen's Guild of Great Britain
- Elderly/aged groups – e.g. Age UK
- Young people – e.g. local primary/secondary schools and Witney and Abingdon College
- Faith groups – e.g. Oxfordshire Community Churches
- Other organisations and interest groups

Duty to Cooperate: consultees (required under the 2012 Planning Regulations)

- Environment Agency
- Historic Buildings and Monuments Commission for England (English Heritage)
- Natural England
- Civil Aviation Authority
- The Home and Community Agency
- Oxfordshire Clinical Commissioning Groups
- Oxford Health NHS Foundation Trust
- Office of Rail Regulation
- Integrated Transport Authorities
- Highway Authority (Oxfordshire County Council)

APPENDIX 2: EARLY INVOLVEMENT OF LOCAL COMMUNITY AND STAKEHOLDERS - SUMMARY OF CONSULTATION RESPONSES: STAKEHOLDER MEETINGS

Since initial stakeholder meetings, officers continued to meet, often to discuss specific issues raised at the initial meetings. Working parties were also set up, some countywide and others in response to further work on the SCS and other Council strategies which influence/are influenced by the LDF. Topics discussed in these meetings together with consultee groups involved are listed below.

- **Transport:** Working with County Highway and Transport Authority and their consultants, and the Highways Agency, to discuss Access to Oxford Strategy, transport infrastructure and traffic management.
- **Thames Valley Police:** – meetings to discuss ‘secured by design principles’, property, infrastructure and funding.
- **Community Safety:** - meetings with Oxfordshire County Council (OCC) (Fire and Police) to consider site accessibility, fire station review and increased focus on reducing risk of fire hazard.
- **Education, Children, Young People and Families:** meetings with OCC to identify school capacity thresholds/provision, Children Centres/family hubs, joint/shared provision of facilities particularly through the youth service.
- **Economy:** Working with OCC officers and WODC economic development team, commissioning of consultants (Nathaniel Lichfield and Partners) for the West Oxfordshire Economy Study, 2007, involving consultation with representatives from the property sector, economic/business link organisations, developers/land owners, and local employers as part of study evidence.
- **Tourism:** Identification of tourism development needs with WODC Tourism Officers and discussion regarding Tourism Strategy for the district (including increased provision of quality tourist accommodation, improved tourism offer, coach parking)
- **Leisure Facilities:** Discussions with consultant, Kitt Campbell and WODC leisure team through study to identify built leisure facility provision, PPG17 study, in addition to arts strategies and opportunities for use of shared facilities.
- **Gypsy and Traveller Working Group, and Travelling Showpeople:** County, City and District Planning Officers; OCC - Social Services; OCC - Children, Young People and Families; OCC - Community Safety; OCC - Estates; District Housing Officers. Considering SE Plan Partial Review, including consultation with wide range of stakeholders
- **Water Infrastructure:** discussions with Thames Water on capacity, site allocations, future infrastructure requirements and provision

- **Flood Risk:** Response to Summer Floods 2007: Engineers, Parish Councils, Environment Agency and Thames Water. Consultation on Parish Flood Reports, including public exhibitions. Strategic Flood Risk Assessment: Cherwell, OCC, WODC and Environment Agency planners and engineers.
- **Climate Change Officer Group:** WODC - Cross-department/discipline working on the Climate Change Policy and Action Plan.
- **Climate Change and LDF Officer Working Group:** Regional, County, City and District Planning Officers, WODC Environmental Services; OCC - Environmental Policy Officers; TV Energy.
- **West Oxfordshire Strategic Partnership - Climate Change/Environment:** A partnership attended by Wychwood Project, Cornbury Estate, UK Climate Impacts Programme, Climate xChange, BBO Wildlife Trust, Cotswolds AONB, WODC Policy, Forestry and Landscape and Environmental Services officers.
- **Biodiversity and Planning:** Berkshire, Buckinghamshire, Oxfordshire Wildlife Trust (BBOWT), Thames Valley Energy Resource Centre, Oxfordshire Nature Conservation Forum, OCC - County Ecologist, WODC
- **Housing:** WODC Housing Officers, Registered Social Landlords, OCC - Social and Community Services, WODC Planners. Looking at a range of issues, including affordable housing delivery, extra-care housing and Gypsy, Travellers and travelling showpeople site provision. Workshop with Cornwall Community Land Trust and Oxfordshire Community Land Trust to discuss role of community land trust in delivery of affordable housing in rural areas.
- **Health:** related issues in planning and specifically to contribute to the WODC Health and Wellbeing Strategy including discussions with PCT, OCC - Social and Community Services and County, District and City planners. Topics covered health inequalities, breaking cycle of deprivation, PCT Estates Strategy, capacity and improved functioning of existing health facilities.
- **Ageing population:** Range of meetings with Primary Care Trust and OCC to discuss future delivery of care provision and resource centres. Discussions with Registered Social Landlords regarding extra care housing provision and Age Concern regarding Grass Roots Project.
- **Cross-boundary working:** meetings with partners on key joint issues such as infrastructure provision, countryside access: Series of meetings with Planners from WODC, OCC, Vale of White Horse DC, Cherwell DC, Cotswold DC; Infrastructure Provision and Countryside Access.
- **Rural Development and Economy:** meetings conducted by Nathaniel Lichfield and Partners with representatives from the property sector, economic/business link organisations, developers/land owners, and local employers as part of evidence for the West Oxfordshire Economy Study, 2007.

- **Developers/Landowners:** Meetings to discuss site options for the LDF.

WODC	West Oxfordshire District Council
OCC	Oxfordshire County Council
DC	District Council
PCT	Primary Care Trust

**APPENDIX 3: EARLY INVOLVEMENT OF LOCAL COMMUNITY
AND STAKEHOLDERS - SUMMARY OF CONSULTATION
RESPONSES: PARISH AND TOWN COUNCILS**

Parish or Town Council	Summary of Comments
Brize Norton	<p>The Council is concerned about any urban sprawl being allowed between Carterton and Brize Norton and the impact of this on the individual character of the village. The protection of the buffer zone between Carterton and Brize Norton should be maintained and enhanced.</p> <p>The classification of the land North of Burford Road and enclosed by the new link road, so as to safeguard the village's future.</p> <p>The Closure of Kilkenny lane has been effective, stopping it becoming a 'rat-run'.</p> <p>Traffic entering the village along Carterton Road and to access Carterton Road has increased and particularly commuter and commercial traffic. It is vital that the extension to the link road is instated.</p> <p>Brize Norton Parish Council suggest that Carterton and Witney have both absorbed as much as practicable without causing risks to roads, character and infrastructure. A more sensible option would be to spread the building lessening the burden on any particular town or village.</p> <p>The school is at capacity and local amenities are now not so local being in Carterton or Witney.</p> <p>Inadequate provision has been made to ameliorate the effect of new housing and development on the village in respect of flooding and further development would exacerbate the problem.</p> <p>The Parish Council noted the proposals of Carterton Town Council suggesting the development of the football club site and re-siting the pitches onto land between Carterton and Brize Norton and suggest this would be an unsuitable facility for this location. Allotments could also detract from this area.</p> <p>Consideration must be given to the problem of getting large numbers of cars to the A40 in the morning and back in the evening. Consideration should be given to more radical solutions such as a road running north from Carterton alongside the quarry, joining the Burford Road and then joining the A40 with a new roundabout or joining the existing roundabout where the A40 meets the B4047.</p> <p>Support for Carterton's view that all questions about suitable drainage, sewers and associated infrastructure must be fully resolved before any further proposals are accepted.</p>
Burford	<p>Burford Town Council have identified four sites to be considered for development. For Burford to retain a balanced community it is considered necessary for an expansion in the housing stock. The town has an ageing population increasingly caused by cost of housing and it is no longer possible for young people to buy or</p>

	<p>rent in the town. The town needs a mixed age and social grouping of inhabitants to function healthily. With the increase in young families, who would be able to live in the affordable new build, the future of the primary school would be secured. The increase of second homes in the town is changing the community, causing a breakdown of community spirit and they do little for the commercial life of Burford. Increased supply of affordable housing for younger people would help to increase the supply of personnel to fill the roles of key workers in the town. The current resident population is insufficient to support a healthy vibrant town and Burford needs an increase in population to maintain the essential shops.</p> <p>In addition to housing, sites for new employment (light industrial and offices) and a western car park are proposed.</p>
Carterton	<p>Carterton Town Council put forward several sites to be considered for development – three for housing and one for employment use.</p> <p>In suggesting sites for new housing the Town Council believes the resulting increase in population will encourage the growth retail opportunities in the town and will generate other benefits such as improved roads, new cycle routes, increased recreational provision and a new fire station. A site for a pub/restaurant is also suggested.</p> <p>The Town Council considers it likely that more housing could be accommodated in the town without need for additional primary schools but the secondary school would need expanding and a sixth form provided.</p> <p>The Town Council supports new housing if two new roads are constructed. These are suggested as reinstating and improving Kilkenny Lane as a two way carriageway and also a new road west from RAF Brize Norton and the industrial estate to meet the Alvescot Road. The Town Council would also require the provision of additional playing fields and allotments and a cemetery, subject to ground conditions, off Monahan Way. The Town Council consider it important not to construct further housing east of Monahan Way due to the flooding concerns in Brize Norton.</p>
Cassington	<p>More housing in line with current policy (i.e. including a proportion affordable housing) would be beneficial.</p>
Charlbury	<p>Traffic management - Lack of capacity at the Spendlove car park and at the rail station.</p> <p>Business and employment sites- Need to retain existing shopping facilities and commercial premises. A use suitable for the Quarry site should be found such as small workshops. Other potential sites include adjacent existing facilities Fawler Road and Forest Road. Retain the existing site on the Spelsbury Road.</p> <p>Community Centre – improved facilities are long overdue, encourage a mixed use development.</p> <p>Affordable Housing- support for existing policy, there remains a significant need.</p> <p>Housing provision – continue policy of infill and rounding off</p>

	<p>but need to ensure infrastructure is upgraded, water and sewage systems are failing.</p> <p>Public transport – protect and enhance bus and train services.</p> <p>Leisure – support for existing camping and caravan site at Spelsbury Road and Banbury Hill as local facilities benefit from visitors.</p>
Chipping Norton	<p>Surface water run off has resulted in flooding in the Station Road area and sewage surcharges from man holes in Pool Meadow is an issue. Further new development must address this issue. More emphasis required on new family housing, not more flats. The town already has a high number of RSL flats.</p> <p>The only new land allocation for housing should be the Castle View/Chestnuts Ambulance Station Site.</p> <p>Greater attention should be paid to the traditional character of the town and that no development should be considered on the Burgage Plots prior to a Conservation Area Character Appraisal has been carried out.</p> <p>The hospital buildings and site should be retained for community use – a youth centre and possibly a library. The Town Council are also seeks to find sites for a number of other civic amenities including more football pitches. Enhanced youth provision and play space must be a priority. Need to protect the remaining pitches.</p> <p>There is a lack of small industrial starter units and a new business park of starter units should be developed at the Greystones Industrial Estate. Existing employment sites should be retained.</p> <p>The town council remains convinced that a major out of town supermarket would be extremely harmful to the viability of the town centre and would strongly oppose such a development.</p> <p>The loss of retail premises should be resisted and there is concern the town centre is losing its diversity.</p> <p>The Burgage Plots site should be developed for retail use as the last opportunity to increase the number of retail premises in the town.</p> <p>Congestion and pollution problems remain and the Town Council believe that a weight limit should be imposed on roads through the town.</p> <p>Parking continues to be an issue and New Street Car Park is suggested as a possible location for a bus interchange away from the main thoroughfares.</p> <p>The Chipping Norton Town Action Plan 2005 also identifies:</p> <ul style="list-style-type: none"> Encouraging the development of an enterprise centre Encouraging the development of a hotel complex.
Filkins and Broughton Poggs	<p>Would like to see some further housing in the village as a means of achieving some affordable housing.</p> <p>A parish plan prepared in 2004 is considered very relevant still.</p> <p>Concerns over increasing traffic and also the impacts of mineral extraction on the village.</p>
Freeland	<p>Needs for Freeland continue to be for affordable housing, a shop and a post office.</p> <p>Apart from additional affordable housing the present policy of</p>

	infilling should be maintained.
Kingham	Request for affordable housing that remains affordable under the control of a housing association
Shilton	Expressed concern over the site suggestion put forward by Carterton Town Council north of the proposed Shilton road link as it would reduce the gap between Carterton and Shilton Village. Also expressed concern over the development of land east of Upavon Way Carterton as this would be visible from the Shilton conservation area and a soft edge to the town should be maintained in this area. Shares concerns with Brize Norton Parish Council regarding the further expansion of Carterton with regard to the impact of traffic and urban sprawl and the urgent need for improve the links between the A40 and Carterton so there is a route east and west at the Minster Interchange.
Stanton Harcourt	Maintain the village's categorisation (a as Group A village) and building restrictions End the growth of the industrial trading estate that urbanises the rural area
Woodstock	There is need for more long term off street parking and more parking controls to free up the on street short term parking for visitors. Opposition to large scale development and the detrimental effect it will have on the town's infrastructure. Acceptable sites for development include Young's Garage (although the Old Station façade should be retained) and the Vanbrugh Trust Barn site on Banbury Road. The conversion of buildings, extensions of houses and individual infill sites are also likely to form a considerable portion of Woodstock's housing supply. The main need is for affordable accommodation is for family housing. The Conservation Area/buffer for the World Heritage Site should be extended. Need to address traffic congestion/disturbance from A44. Need for more burial space. Need for more local employment and to reduce outward commuting. Need for more affordable housing, particularly intermediate housing for younger people.
Wootton	Advised that a housing needs survey has recently been conducted which identified need for 14 homes. A site had been identified and the landowner was willing to sell.

In addition to those noted above meetings were held with Witney Town Council and Eynsham Parish Council where the forthcoming LDF process, and the issues which may need to be addressed, were explained.

APPENDIX 4: SUMMARY OF CONSULTATION RESPONSES SHAPING FUTURES: A SUSTAINABLE COMMUNITY STRATEGY FOR WEST OXFORDSHIRE

Survey work and broader consultation was carried out in the initial stages of developing a Sustainable Community Strategy for West Oxfordshire and reviewing the adopted Local Plan, to establish a robust evidence base for the documents.

The overall vision of the Sustainable Community Strategy (SCS) is: “West Oxfordshire: One of the best places to live, work and visit”.

Subsequent consultation identified the priority issues for the SCS, which were established as:

- To sustain vibrant and economically prosperous towns and villages
- To maintain and improve the health and wellbeing of all residents in West Oxfordshire
- To keep West Oxfordshire as a clean, beautiful place of high environmental quality whilst seeking to reduce the causes of and adverse impact of climate change
- To further reduce crime and nuisance and the fear of crime across the District to improve the quality of life in our neighbourhoods
- To support individuals and young families who want to stay in the area that they grew up in
- To address the specific challenges of living in rural West Oxfordshire in terms of access to services and facilities
- To campaign to improve the transport infrastructure
- To support and assist young people to make the transition from childhood to adulthood
- To support the elderly to maintain their independence and health

The ‘Shaping Futures: A Sustainable Communities Strategy for West Oxfordshire’ was adopted and launched on 21 November 2008 and has subsequently been accompanied by a Delivery Plan 2009 containing actions and targets to enable delivery of priorities contained in the SCS.

Summary of evidence and consultation

To sustain vibrant and economically prosperous towns and villages

The evidence tell us that:

- As of March 2006, rural West Oxfordshire had a higher than average business density (number of VAT-registered businesses per 1,000 working age residents) at 85 per 1,000 compared with Oxfordshire (76.6), regional (84.3) and national (73.1) averages and above other rural districts in Oxfordshire
- Between 1994 and 2006 there was an overall increase of 24% in the number of VAT-based enterprises in West Oxfordshire. The highest growth sector was Real estate, renting and business services which increased by 83%

- The number of people in West Oxfordshire claiming unemployment benefit (now called Jobseekers Allowance) has remained below 500 since 1999
- According to the Annual Survey of Hours and Earnings published by the ONS, median earnings in West Oxfordshire district fell in 2005 and 2006 – in contrast to a continuing upward trend for Oxfordshire as a whole, the region or nationally
- A report on the Economic Impact of Tourism in West Oxfordshire, prepared by Tourism South East, estimates that the total value of tourism in the district was £212.9m in 2004 sustaining 4,500 jobs
- A major survey of voluntary and community sector (VCS) organisations in Oxfordshire was carried out for the Oxfordshire Voluntary and Community Sector Infrastructure Development (OVID) consortium in 2005/06. The results of the survey indicated that around 12,700 people in West Oxfordshire are active volunteers giving £6.4m per annum in voluntary labour.
- According to the Oxfordshire Citizen's Panel (October 2006), panel respondents from West Oxfordshire are involved with a wide range of local activities including local meetings, fund raising, faith groups and sports clubs

People told us that they are concerned about:

- The loss of rural services, such as shops, post offices, pubs and schools
- The high levels of personal debt in the District
- Towns outgrowing their infrastructure, and that of the District

People told us they are given hope for the future by:

- How active, involved and engaged people are in their communities
- The thriving local economy, and the low levels of unemployment
- Good community spirit and pulling together in the face of adversity (ie flooding last June)

People told us we should take action to:

- Recognise and support the needs of local businesses, and encourage more into the area
- Retain and support local services and enterprises
- Support the development of new and existing community facilities, especially in rural areas
- Build community capacity through parish planning and encouragement of volunteering in a wide range of activities

To keep West Oxfordshire as a clean, beautiful place of high environmental quality whilst seeking to reduce the causes of and adverse impact of climate change

The evidence tell us that:

- West Oxfordshire has a beautiful natural and built environment with one third of the district within the Cotswolds Area of Outstanding Natural Beauty.
- Domestic electricity and gas consumption (sales per consumer) in West Oxfordshire were each above the national and regional averages in 2005. Domestic Carbon Dioxide emissions for the district were also above average.
- The amount of household waste per person collected in West Oxfordshire in 2006/07 was above other districts in Oxfordshire and has increased significantly since 2003/04. Recycling rates remain below the county average.
- Between 1981 and 2001 the number of cars in West Oxfordshire increased by over 24,000 (82%), over double the growth in households (39%). This change was above that of Oxfordshire as a whole, which saw a 78% growth in number of cars and 35% growth in households over the 20 year period.
- West Oxfordshire is ranked bottom of all districts in the South East on the Natural England assessment of access to green spaces. This is a reflection of the relatively low number of country parks and areas of common land in the district – a result of historical land ownership.
- The farmland bird index (a recognised measure of biodiversity and one of the government's headline sustainability indicators) has remained below the 1995 baseline in West Oxfordshire for the fourth consecutive year.
- Almost 100% of West Oxfordshire's rivers are graded as "poor" or "bad" on nitrate content. This is significantly worse than other districts where at least 13% of river length (in South Oxfordshire) is graded "fair". The biggest single cause of this type of pollution is agriculture

People told us that they are concerned about:

- The need to improve flood defences following last summer, and that not enough is being done
- Pressure on resources, and the levels of recycling and waste disposal in the District
- The threat current lifestyles pose to wildlife and the natural environment

People told us they are given hope for the future by:

- The beautiful countryside and attractive natural environment, that make West Oxfordshire a good place to live, work and visit
- An increased awareness of environmental issues, and the need to conserve and recycle resources
- Improvements in food awareness, and support for local food production and producers
- Developments in communications technology reducing the need to travel, and enabling people to work and shop from home

People told us we should take action to:

- Conserve and protect the natural environment
- Improve land management to reduce flood risk, particularly by supporting natural defences such as flood plains, clearing and cleaning ditches, and dredging

rivers

- Maximise energy production from agriculture and forestry, and promote renewable energy and energy efficiency initiatives
- Encourage the local production of food and energy
- Reduce the carbon footprint of the area and encourage Green Tourism

To further reduce crime and nuisance and the fear of crime across the District to improve the quality of life in our neighbourhoods

The evidence tell us that:

- According to the Ipsos MORI Best Value Survey of residents in 2006/07, West Oxfordshire residents have a positive outlook towards their area with over 4 in 5 (85%) saying they are “satisfied”. Three quarters of respondents say that people from different backgrounds get on well together.
- Activities for teenagers is now the most frequently mentioned priority for improvement, by half of residents (51%)
- According to the Oxfordshire Citizen’s panel (October 2006), the factor considered by West Oxfordshire panel members to be the most important to communities was low levels of crime, drugs and anti-social behaviour
- Recorded crime in 2006/07 in West Oxfordshire was 30 offences per 1,000 population, well below the national (61) and regional (57) averages.
- Despite this relatively low crime rate, residents in West Oxfordshire remain concerned about personal safety. The recorded crime rate per 1,000 population in 2006/07 in Oxford was over double that of West Oxfordshire (77 vs 30). However whilst residents appear to feel safer walking alone after dark in West Oxfordshire than Oxford, the degree of difference between the two areas does not reflect the difference in actual crime rates

People told us that they are concerned about:

- The lack of varied facilities and opportunities for young people, especially in rural areas
- Fear of crime and the perception that the crime rate is higher than it actually is
- An increase in alcohol abuse by young people

People told us they are given hope for the future by:

- The low levels of crime, disorder and anti-social behaviour
- There being Youth Centres in many of the towns in the District

People told us we should take action to:

- Provide a more visible presence by police and community officers, especially in rural areas
- Improve the facilities and activities available to young people
- Restrict noise and nuisance from pubs

To support individuals and young families who want to stay in the area that they grew up in

The evidence tell us that:

- Oxfordshire County Council forecasts of population change by ward (based on housing development) show a declining number of young people in rural West Oxfordshire (15% decline in rural wards compared to a 2% growth in urban wards).
- Over the past 10 years the cheapest (lowest quartile) market housing in West Oxfordshire has almost trebled in price and is now 10 times lowest quartile earnings in the district.
- One of the conclusions from the recent Oxfordshire Housing Market Assessment (HMA) was that high house prices are likely to be sustained by “limited supply of dwellings coming on to the market and the lack of sufficient new building combined with the effects of a strong economy and rising demand”.
- The HMA also found that affordable housing and properties available to rent are each limited particularly in rural areas. Newly forming households are generally restricted to properties in the main market towns.

People told us that they are concerned about:

- High house prices, and the availability of affordable housing across the District
- Migration of young people out of the District in general, and the villages in particular

People told us they are given hope for the future by:

- The good job opportunities and low levels of unemployment in the District
- The increasing amount of affordable housing becoming available

People told us we should take action to:

- Ensure that infrastructure and facilities meet the needs of all residents, including the old and the young
- Encourage flexible and home working, and the use of the internet and other technologies
- Support and develop affordable, local shops and services (including childcare, nurseries and playgroups)
- Provide greater learning and training opportunities for all sectors of the community, including vocational, apprenticeships and acquisition of “life skills” (such as communication, gardening, cooking, use of technology and the internet)
- Improve links between employers, the local community and schools

To address the specific challenges of living in rural West Oxfordshire in terms of access to services and facilities

The evidence tell us that:

- West Oxfordshire ranked very poorly on a national (2004) measure of geographical accessibility of services with 20 out of 64 (31%) super output areas in the district in the worst 10% of areas in England.
- Almost half (46%) of areas in rural West Oxfordshire were in the worst 10% in England according to the 2004 index.
 - o An updated index (as of Dec 2007) is now available and early analysis shows an improvement in this ranking with 38% of rural SOAs in the worst 10% in England. However it is not yet clear what has caused this change.
- It is possible that access to services may worsen as a result of the impending review of rural Post Offices. 12 out of 16 of West Oxfordshire's combined post offices and shops in rural areas are sited in areas which are already access-deprived.
- In rural areas of West Oxfordshire (excluding Witney and Carterton) in 2001 almost one quarter of workers worked at or from home – a rate above the county average.
- In 2004 Oxford was the most popular destination for West Oxfordshire shoppers of comparison goods (clothes, shoes etc, not including grocery shopping). 20% of West Oxfordshire residents use Witney as their main centre. Less than a third (29%) of West Oxfordshire residents travel to Oxford to shop, 15% use Banbury, 11% travel to Swindon and 5% to Cheltenham
- Speeding vehicles and dangerous driving has been found to be a particular concern to West Oxfordshire residents. The trend of declining (total) road accident casualties over 5 years (2000 to 2004) has recently been reversed in West Oxfordshire and the past two years (2005 and 2006) have seen an increase. Serious casualties however are still declining

People told us that they are concerned about:

- A lack of coordination between existing rural transport timetables
- Poor access to local services such as healthcare, post offices and shops
- Rural isolation, and the lack of investment in infrastructure to overcome it

People told us they are given hope for the future by:

- How widely available broadband internet connection is, and its ability to help overcome isolation and access to services

People told us we should take action to:

- Support individuals with training and equipment to access the internet
- Promote and support community-run facilities and amenities (including shops and village halls)
- Invest in the infrastructure to support housing development, such as roads, public transport, healthcare and leisure centres
- Engage the community in volunteering, parish planning, inter-generational work, and running community transport schemes, home-visiting and befriending services.

To campaign to improve the transport infrastructure

The evidence tell us that:

- At the time of the 2001 Census, Witney had a relatively high proportion of people travelling to work within Oxfordshire and working within Witney itself.
- 93% of the resident workforce of Witney commuted to jobs within Oxfordshire and 48% had jobs in Witney itself. This includes people working at or from home

People told us that they are concerned about:

- The poor local and rural transport infrastructure, and especially public transport, not meeting the needs of the community
- Traffic congestion, especially on the A40

People told us they are given hope for the future by:

- The continuing provision of existing bus services to rural areas
- Signs there might be new thinking in transport planning, to include sustainable transport (ie walking and cycling)

People told us we should take action to:

- Encourage community transport schemes and community buses
- Improve public transport to rural areas at evenings and weekends
- Provide a new bridge in Witney
- Improve traffic flow along the A40 and around Witney
- Make using the train more attractive, by developing the Cotswold line, and the Swindon to Oxford and Southampton to West Midlands routes
- Provide more public footpaths, bridleways and cycle-ways, particularly in rural areas and away from major roads.

To maintain and improve the health and wellbeing of all residents in West Oxfordshire

The evidence tell us that:

- The recent Health Needs Assessment for West Oxfordshire highlighted obesity as an issue for the district, with higher rates of obesity for people aged 16+ than other districts in the county.
- Life expectancy for males in West Oxfordshire is above the regional average
- According to the Active People survey carried out by Sport England in 2006, around a quarter of adults regularly participate in sport or active recreation in West Oxfordshire district - above the rate in other districts in Oxfordshire and above the regional and national averages.
- The trend of declining (total) road accident casualties over 5 years (2000 to 2004) has recently been reversed in West Oxfordshire and the past two years (2005 and 2006) have seen an increase. Serious casualties however are still declining.

People told us that they are concerned about:

- Sharply rising levels of obesity in adults and children
- A lack of sporting facilities and exercise opportunities for young people, especially in rural areas
- Ageing leisure facilities in some areas, not encouraging people to use them

People told us they are given hope for the future by:

- An increase in the promotion of walking and cycling to improve health
- Recognition of the need to tackle obesity

People told us we should take action to:

- Improve sporting and cultural provision in West Oxfordshire, particularly to help improve the health of residents

To support and assist young people to make the transition from childhood to adulthood

The evidence tell us that:

- Pupils living in West Oxfordshire district and attending maintained schools are performing relatively well at GCSE level. Between 2000 and 2006, West Oxfordshire had the highest or second highest proportion of pupils achieving 5 or more A*-C grades at GCSE of Oxfordshire's districts
- In 2006, girls in West Oxfordshire outperformed boys by 18 percentage points – the largest gender gap of Oxfordshire's districts
- According to the 2001 Census, 22% of all people and 16% of economically active people aged 16 to 74 in West Oxfordshire had no qualifications

People told us that they are concerned about:

- Limited access to services for young people, especially the more vulnerable or deprived and those living in rural areas
- A lack of funding for youth centres and youth workers
- An apparent lack of motivation and engagement by young people
- Low levels of expectation, focus and investment in young people

People told us they are given hope for the future by:

- Good educational attainment and availability of professional skills in the District, backed up by high quality local schooling and education services

People told us we should take action to:

- Promote the development of parenting skills
- Ask young people what they want, and work with them to achieve it
- "Give young people something to do", providing more activities and facilities across West Oxfordshire
- Help Youth Centres be attractive to young people, whilst acknowledging that they can't provide everything a young person wants and needs
- Provide affordable housing where young people live and want to live, not just where it is easy to build or provide
- Engage young people in volunteering, and offer vocational and experiential training to develop better "life skills" (such as democracy, money management, house-buying)

To support the elderly to maintain their independence and health

The evidence tell us that:

- Life expectancy has been increasing and ONS predicts a 71% increase in the number of people aged 75 and over by 2026.
- There are fewer births in the district now compared with 15 years ago.
- At the time of the Census 2001 survey there were over 3,200 households without a car in rural West Oxfordshire occupied solely by pensioners
- This represented 71% of all households in rural West Oxfordshire without a car - above the rate in other rural areas of Oxfordshire
- The lack of access to services is of particular relevance to those living in relative poverty and in West Oxfordshire district the majority (66%) of people claiming pension credit live in rural areas
- Lack of qualifications is age-related - over 50% of economically active people in West Oxfordshire aged over 60 had no qualifications compared with less than 10% of people aged 25 to 34

People told us that they are concerned about:

- The lack of availability of support and facilities for the ageing population of the District
- The availability of local services, and transport to allow older people to access them
- The lack of opportunities, activities and things for older people to participate in locally
- Rural isolation, and not enough being done for the most vulnerable

People told us they are given hope for the future by:

- An increase in the availability of sheltered housing
- The number of potential volunteers an older, retired workforce provides

People told us we should take action to:

- Promote and support inter-generational projects, such as reading and history in schools
- Make sure housing and facilities such as day centres are available in villages as well as towns
- Encourage community engagement, both by older people and in support of them (such as befriending networks, community transport schemes)
- Reduce health inequalities, and provide exercise, sporting and social engagement opportunities for older people

Others / Cross-cutting themes

The evidence tell us that:

-

People told us that they are concerned about:

- How to get everyone involved in making a difference, and not leaving it to someone else
- “Tick box consultations” that don’t really listen and respond to people’s views
- Government legislation and performance criteria imposing the wrong emphasis and priorities in West Oxfordshire

People told us they are given hope for the future by:

- The opportunities offered by greater involvement in community planning
- Improved communications by West Oxfordshire District Council, the fact that people are being consulted, and evidence that previously marginalised groups and individuals are now being included

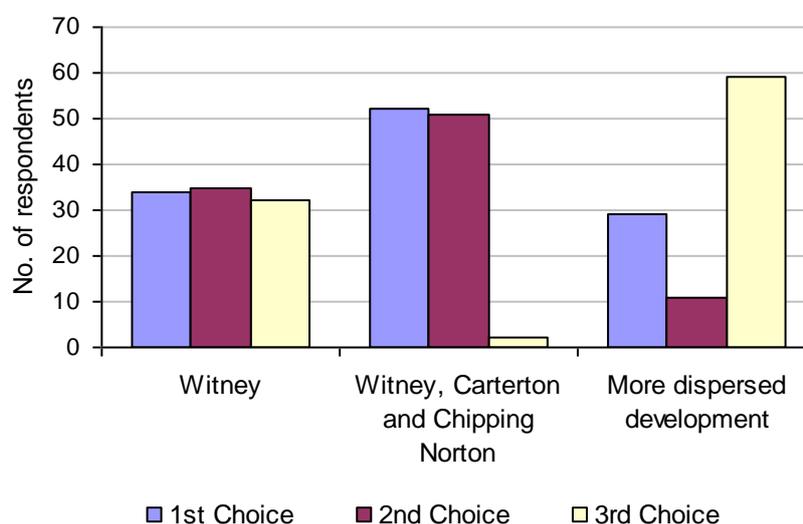
People told us we should take action to:

- Support and value the input of the voluntary sector
- Encourage partnership working in both identifying and achieving outcomes, particularly through support for the parish planning process
- Consult with people and organisations, and be seen to respond to the results

APPENDIX 5: WEST OXFORDSHIRE CORE STRATEGY - ISSUES AND OPTIONS CONSULTATION SUMMARY

Broad options for future distribution of growth

Q. Rank the following broad options in order of preference (note – many respondents did not answer this question)

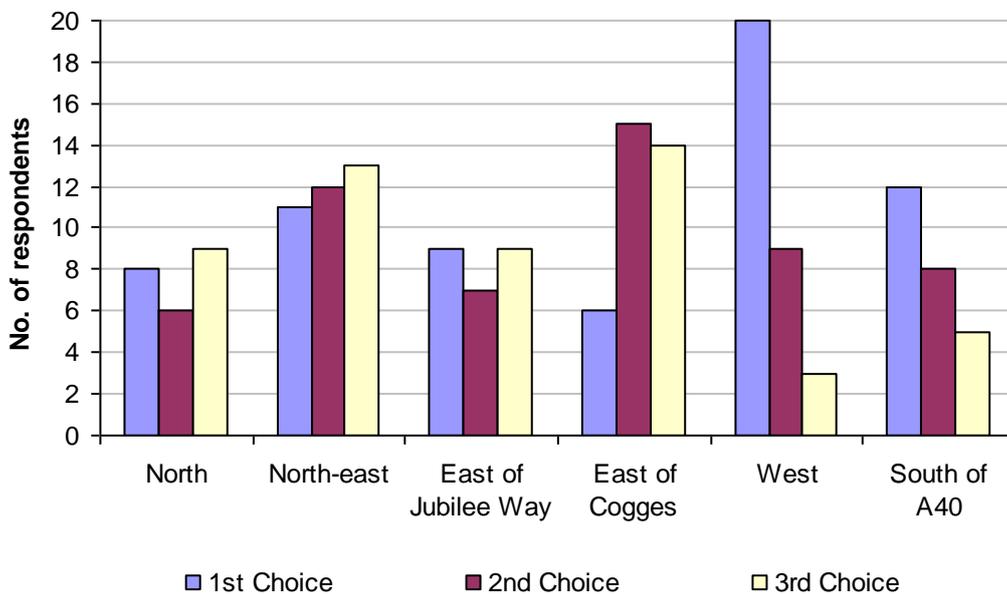


	1st Choice		2nd Choice		3rd Choice	
	No.	%	No.	%	No.	%
1. Witney	34	30%	35	36%	32	34%
2. Witney, Carterton & Chipping Norton	52	45%	51	53%	2	2%
3. More dispersed development	29	25%	11	11%	59	63%
	115	100%	97	100%	93	100%

Statutory Consultee	Comments
Carterton Town Council	Selected option 2. Carterton needs increased population to attract improved retail. There is some infrastructure already in place. Accepts that some new build is needed in smaller towns and villages to ensure sustainability.
Chipping Norton Town Council	Selected option 3.
Highways Agency	No option selected. Locating development in existing centres will lessen impact on the local road network. Development located in Witney will have least impact on the Strategic Road Network due to the A40 directly feeding into Oxford City. Concerned about development north of Oxford - increased trips on the A44 will impact on A34 congestion.
Oxfordshire County Council	Selected option 1 & 2. The Draft South East Plan proposes that the focus for development should be in urban areas with good access to jobs, housing, retail & other services.

	Whether Cogges Link and A40 Downs Road junction are successfully delivered may have a bearing on how much further growth Witney can accommodate at present.
Thames Water	It is easier to provide infrastructure for a small number of larger clearly defined sites than a small number of less well defined ones. Would prefer options that concentrate development in larger towns i.e. Witney, than more dispersed villages. We do not support residential development adjacent to Sewage Treatment Works.
Witney Town Council	Selected option 3. Concerned that Witney is in danger of becoming over developed, spoiling its historical character. Its infrastructure has not been developed in line with development over last 20 years. Extensive development of Witney could add to potential future flooding risk.

Q. If Witney should need to expand outwards which broad direction would you prefer? (note – many respondents did not answer this question)

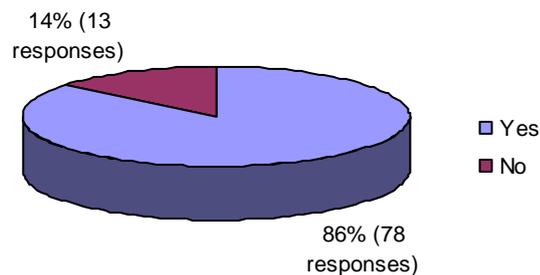


	1st Choice		2nd Choice		3rd Choice	
	No.	%	No.	%	No.	%
North (land between Hailey Road and New Yatt Road)	8	12%	6	11%	9	17%
North-east (land between New Yatt Road and Woodstock Road)	11	17%	12	21%	13	25%
East of Jubilee Way	9	14%	7	12%	9	17%
East of Cogges	6	9%	15	26%	14	26%
West (Downs Road area)	20	30%	9	16%	3	6%
South of A40 (west of Ducklington)	12	18%	8	14%	5	9%
	66	100%	57	100%	53	100%
Statutory Consultee	Comments					
Environment Agency	No preference but area to the south of Witney					

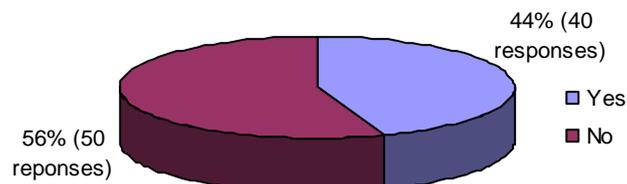
	is constrained by flood risk and development should be steered away from the flood plain.
Oxfordshire County Council	No selection at this stage. Further transport work is required.
Witney Town Council	Selected 'west & south of the A40'. During 2007 areas in the vicinity of first four options were subject to flooding. Town Council feels strongly about further development in these areas.

Current planning policy

Q. Should the Council continue with its current affordable housing planning policy approach as set out in the adopted Local Plan?

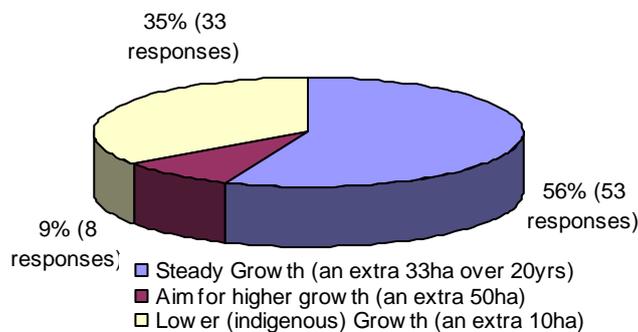


Q. Should housing sites be allocated in the villages for affordable housing only?



Jobs and employment

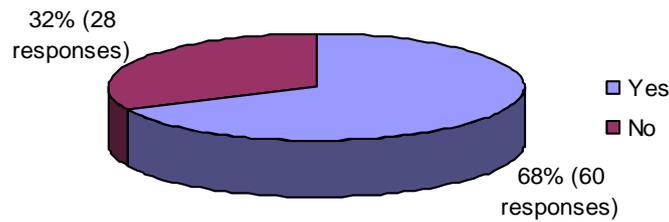
Q. Which strategic option should be pursued?



Statutory Consultee	Comments
Carterton Town Council	Selected 'Aim for higher growth'. We need to ensure local employment opportunities if there is

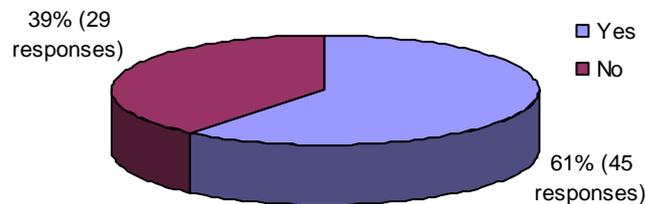
	to be sustainable growth
Chipping Norton Town Council	Selected 'steady growth'. Steady growth is required in order to regain the balance between housing and employment
Oxfordshire County Council	Selected 'lower growth' due to the current congestion issues on the A40 and in Witney. Lower growth should be pursued until these issues have been resolved, or at least a firm implementation programme has been identified.
SEEDA	Prefers steady employment growth in the District
Witney Town Council	Selected 'steady growth'. The Town Council strongly supports the provision of more smaller managed office units, medium sized high quality offices and small low cost starter industrial units.

Q. Should a more flexible approach be applied which may allow the provision of small new employment sites in smaller villages to support rural diversification?

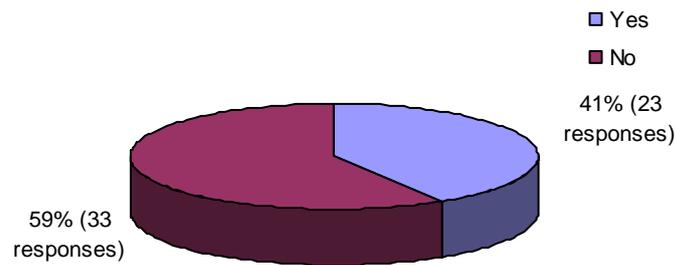


Transport infrastructure

Q. Do you support the provision of one or more park and ride sites to serve Witney?

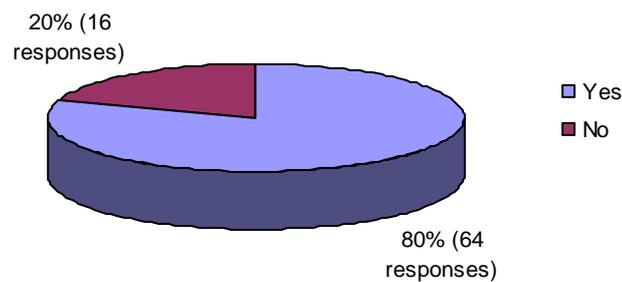


Q. Do you consider town centre car parks can be better/differently managed to serve the community's needs?

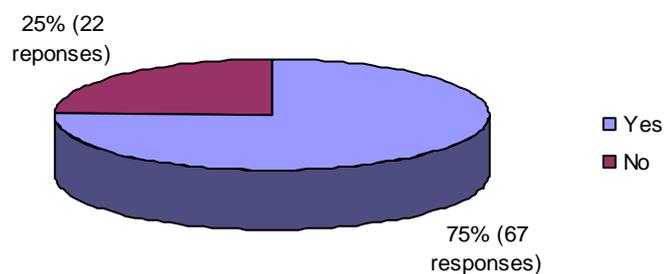


Protecting our environment and reducing the impact of climate change

Q. Should funding be sought from new development where possible and be targeted to secure improvements within the identified biodiversity target areas?

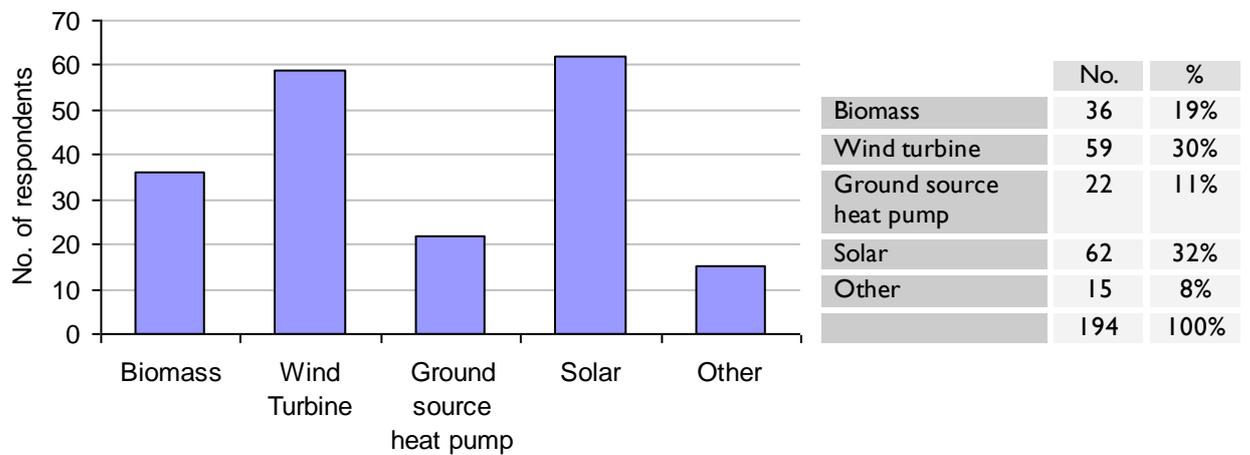


Q. Should higher standards of sustainable design and construction be applied to new developments in West Oxfordshire?

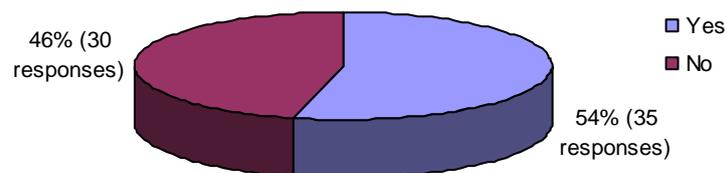


Decentralised, renewable and low-carbon energy generation

Q. Which particular sources of renewable and low-carbon energy should be promoted in West Oxfordshire?



Q. Should specific areas be identified in West Oxfordshire for renewable and low-carbon energy generation?



Q. Should a target be set for the generation of on-site renewable energy in new development?

