



## West Oxfordshire Local Plan 2031 - Schedule of Proposed Additional Modifications

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## Introduction

- 1.1 This schedule sets out a series of proposed minor changes to the draft West Oxfordshire Local Plan 2031 as submitted to the Planning Inspectorate in July 2015. These are referred to as proposed **'additional modifications'**.
- 1.2 This schedule supersedes two earlier schedules of proposed changes produced by the Council in July 2015 and December 2015<sup>1</sup>. Those earlier documents should therefore no longer be referred to.
- 1.3 The proposed additional modifications set out in this schedule are minor in nature and relate to issues that do not affect the soundness of the submitted plan including factual and typographic errors and matters of minor clarification.
- 1.4 A second schedule of more significant proposed 'main modifications' has been made available separately.
- 1.5 Both schedules are subject to public consultation from **11 November 2016 until 23 December 2016**.
- 1.6 We are primarily seeking comments on the proposed main modifications as these are more significant in nature, however if you wish to comment on a proposed minor additional modification please feel free to do so. In making any comments please quote the reference number of the proposed modification you are commenting on.
- 1.7 For ease of reference the proposed additional modifications are set out in this schedule in sequential plan order.
- 1.8 A separate 'tracked changes' version of the plan has also been made available as part of the consultation for ease of reference. The tracked changes include a combination of both proposed main modifications and minor additional modifications.

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

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<sup>1</sup> SD1 – Schedule of Proposed Minor Modifications (July 2015) and WOLP38 – Post-submission Schedule of Further Minor Modifications (December 2015).

## Schedule of Proposed Additional Modifications

Section I – Introduction			
Modification Number	Paragraph /Policy	Proposed modification	Reason
MIN1	Paragraph 1.2	<p>Insert additional text as follows:</p> <p>1.2 A strong message received throughout the preparation of the Local Plan is that this part of the country is a special place which is highly valued by the people who live here and which must not be eroded by <u>incremental</u> decisions to accommodate inappropriate future development or other change. A key challenge for the Local Plan is to deliver the new development that is needed to support economic growth in a way that does not compromise the quality of life and the environment enjoyed by those who live and work in the District.</p>	Minor text change to more clearly emphasise the importance of the cumulative impact of development on the District.
MIN2	Paragraph 1.9	<p>Amend text as follows:</p> <p>1.9 In line with the duty to co-operate, the Local Plan has been shaped by ongoing engagement with local communities and organisations including other local authorities, the Oxfordshire Local Enterprise Partnership, the Oxfordshire Clinical Commissioning Group, Thames Water, Natural England, <u>English Heritage</u> <u>Historic England</u> and the Environment Agency.</p>	Factual amendment to reflect the fact that English Heritage has been re-named Historic England.
MIN3	Paragraph 1.11	<p>Amend text as follows:</p> <p>1.11 Other key influences include:</p> <ul style="list-style-type: none"> <li>▪ National Planning Policy Framework (NPPF)</li> <li>▪ National Planning Practice Guidance (PPG)</li> <li>▪ Oxfordshire and West Oxfordshire Sustainable Community Strategies</li> <li>▪ District Council Strategies such as Housing and Tourism</li> <li>▪ <u>Adopted and emerging Local Plans in neighbouring local authorities.</u></li> <li>▪ <u>Oxfordshire Minerals and Waste Local Plan</u></li> <li>▪ Cotswolds AONB Management Plan and planning guidance</li> </ul>	Factual update to highlight additional documentation of relevance to the preparation of the Local Plan.

		<ul style="list-style-type: none"> <li>▪ Local Plan consultation responses</li> <li>▪ Information, including site suggestions for development, provided by parish councils, landowners, developers and their agents</li> <li>▪ <u>Oxfordshire Joint Strategic Needs Assessment (JSNA)</u></li> <li>▪ <u>Oxfordshire Strategic Housing Market Assessment</u></li> <li>▪ <u>Oxfordshire Growth Board apportionment of Oxford City's unmet housing needs</u></li> <li>▪ <del>Evidence</del> <u>Other evidence</u> base studies on issues such as housing and economic needs, development viability, transport and flood risk<sup>2</sup></li> </ul>	
MIN4	Paragraph 1.15	<p>Amend text as follows:</p> <p>1.15 Section 10 sets out a delivery and monitoring framework explaining how each Local Plan policy will be delivered and monitored. Planning has a key role to play but is only part of the way forward. Successful delivery of many elements of the strategy will only be achieved through working in partnership with the many organisations that have a responsibility or interest in some aspect of West Oxfordshire, particularly local communities, <del>and</del> landowners <u>and developers</u>.</p>	To clarify that developers have a role to play in delivering the Local Plan.

<sup>2</sup> See [www.westoxon.gov.uk/ldfevidence](http://www.westoxon.gov.uk/ldfevidence)

## Section 2 – West Oxfordshire in 2015

Modification Number	Paragraph/ Policy	Proposed modification	Reason
MIN5	Section Title – ‘West Oxfordshire in 2015’	Amend text as follows: <b>WEST OXFORDSHIRE IN <del>2015</del> 2016</b>	Factual update.
MIN6	Paragraph 2.11	Insert additional text as follows:  2.11 The population is reasonably well-balanced in terms of different age groups. There is a similar proportion (19%) of young people (aged 0 – 15) compared to the national and regional averages although the proportion of older people (aged 65 or over) is slightly higher than average. <del>a trend which is</del> <b>These proportions are</b> forecast to <del>continue</del> <b>remain broadly the same.</b>	Factual update and clarification.
MIN7	Paragraph 2.12	Insert additional text as follows:  2.12 Almost 62% of the population are of working age (16 – 64) slightly below the regional average of 62.7% <del>and the national average of 63%.</del>	Factual update and clarification.
MIN8	Paragraph 2.14	Amend text as follows:  2.14 According to the 2011 Census there were around 43,200 households in West Oxfordshire, an increase of <del>5,200</del> <b>4,800</b> since 2001. Most of this growth has taken place at Witney and Carterton through major new housing developments including Madley Park and Shilton Park.	Factual amendment.
MIN9	Paragraphs 2.18 and 2.19	Amend text as follows  2.18 <del>In terms of housing affordability, as a desirable area to live, house prices in West Oxfordshire are above the national average although remain below the county average, which is skewed by very high prices in Oxford City and South</del>	Factual update.

		<p><del>Oxfordshire in particular. In terms of housing affordability house prices in West Oxfordshire are above the national average and this reflects its location in a desirable and relatively prosperous County. Prices in West Oxfordshire remain below the county average, which is skewed by very high prices in Oxford City and South Oxfordshire in particular.</del></p> <p>2.19 <del>The housing affordability ratio shows the relationship between house prices and income. In 2015 the ratio for West Oxfordshire was 10.35, considerably higher than the national average (7) and only slightly lower than Oxford City (11.56). This means that even the cheapest properties in West Oxfordshire are around 10 times the lowest incomes. As of 1st April 2015 there were around 1,440 households on the waiting list for affordable housing. In 2011, the housing affordability ratio for West Oxfordshire, which shows the relationship between house prices and income, was 9.89, higher than both the regional average (8.19) and the national average (6.57) and second only to Oxford City (10.0). This means that even the cheapest properties in West Oxfordshire are almost 10 times the lowest income. There are currently around 870 households on the waiting list for affordable housing.</del></p>	
MIN10	Paragraph 2.20	<p>Amend text as follows:</p> <p>2.20 West Oxfordshire has a strong and resilient local economy. Economic activity rates are high at <del>84.5</del> <u>86.2</u>%, well above the South East average of 79.9%. Unemployment rates are low with the modelled unemployment rate being <del>3.4</del> <u>2.6</u>% compared to the South East average of <del>5.0</del> <u>4.1</u>% and are half the national average of <del>6.8</del> <u>5.1</u>%. In terms of qualifications, the West Oxfordshire workforce is above the <del>South East national</del> average at all levels.</p>	Factual update.

MINI1	Paragraph 2.22	<p>Amend text as follows:</p> <p>2.22 The most recent employment statistics suggest that in the period post-recession, employment in West Oxfordshire has recovered well. More significantly, unlike much of the country and some of its neighbouring districts, employment growth in West Oxfordshire has not just been driven by part-time and self-employment growth. West Oxfordshire has seen an increase in full-time employees of <del>just over 5% in the period 2009-13</del> <u>10% in the period 2009 - 2014</u>. Importantly however, the nature of jobs in the District is of lower value than they once were and since 2005 average workplace wages in the district have been below the <del>national</del> <u>regional</u> average. <u>It is too early to understand the implications of Brexit, but as a relatively resilient local economy, West Oxfordshire is better placed than many to deal with the economic uncertainty.</u></p>	Factual update and to highlight the potential impact of BREXIT.
MINI2	Paragraph 2.24	<p>Amend text as follows:</p> <p>2.24 Tourism and the visitor economy remains an important sector. <u>Spend in 2014 from tourist activity was £280m, accounting for an estimated 3,559 jobs (full-time equivalent)<sup>3</sup>.</u> <del>with total local business turnover from tourist activity estimated at over £255m in 2010, a marginal rise of 2.6% over 2009.</del></p>	Factual update.
MINI3	Paragraph 2.26	<p>Amend and insert text as follows:</p> <p>2.26 The District is characterised by a large number of small companies with very few large businesses present. 72% of local businesses have fewer than 5 employees and <del>87</del> <u>89.6</u>% have fewer than 10. This is a more pronounced pattern than is found nationally. The majority of employment is concentrated in the south east of the District. 35% of West Oxfordshire's employment is located in Witney with a further 25% in Eynsham and Woodstock. <u>Carterton has a relatively low proportion of the District's employment opportunities</u></p>	Factual update.

<sup>3</sup> [Economic Impact of Tourism on Oxfordshire 2014](#)", published August 2015

		<u>(21%) compared to the size of its workforce.</u>	
MINI4	Paragraphs 2.30 – 2.33	<p>Amend text as follows</p> <p>2.30 Public transport provision in West Oxfordshire is <u>average variable in terms of coverage and frequency</u>. There are two main rail lines, the Cherwell Valley Line and the Cotswold <del>line</del> <u>Line</u>. A very small proportion of the Cherwell Valley Line runs through the eastern part of the District with a station at Tackley providing services northwards to Birmingham and southwards to Oxford and onto London Paddington.</p> <p>2.31 The Cotswold <del>line</del> <u>Line</u> passes through the largely rural central part of the District, connecting several small towns and villages with Hereford in the west and Oxford and London in the east. Notably, neither of the District's two rail lines serves the three main towns. <u>The new Oxford Parkway Station located nearby in Cherwell District opened in October 2015 thereby offering additional journey choice to West Oxfordshire residents.</u></p> <p>2.32 In terms of bus provision, Witney and Carterton, the two largest settlements, are connected to Oxford by high frequency services. <u>The Woodstock area is also well served by public transport.</u> Other bus services operate throughout the rural area with varying frequencies. <del>but many require ongoing public subsidy.</del> <u>In July 2016 Oxfordshire County Council announced that subsidies would be withdrawn for a large number of bus services operating in West Oxfordshire leaving some settlements with very few or no bus services at all, although some some services have continued on a commercial basis.</u></p> <p>2.33 Most cycle and pedestrian routes are focused on the main towns <u>although there are dedicated cycle routes between Witney, Eynsham and Oxford along the A40 and from Woodstock to Oxford along the A44.</u></p>	Factual updates and clarification.
MINI5	Paragraphs 2.37 – 2.40	<p>Amend text as follows:</p> <p>2.37 Generally speaking, the health of people in West Oxfordshire is better than the England average with life expectancy is around <del>two years one year</del> longer, for both men <u>(1.5yr)</u> and women <u>(0.8yr)</u>. However, there is still room for</p>	Factual updates.



		<p>improvement in some areas including obesity.</p> <p>2.38 Deprivation is lower than average, however the dispersed nature of the District means that despite a general level of affluence, some areas are classed as being within the most deprived in the country in terms of access to housing and services. This is of particular relevance for those living in relative poverty and in West Oxfordshire the majority of people claiming pension credit live in rural areas.</p> <p>2.39 In terms of child health, rates of obesity (Year 6) are <u>significantly</u> better than the average for England and the rate of alcohol specific hospital stays among those under 18 was better than the average for England.</p> <p>2.40 In terms of adult health, in <u>2012-2015</u> just under 20% of adults were classified as obese. The rate of alcohol related harm hospital stays was <u>significantly</u> better than the average for England as was the rate of smoking related deaths. Estimated levels of adult smoking and physical activity are also better than the England average. The rate of people killed and seriously injured on roads is however worse than average as is the rate of new cases of malignant melanoma <u>and these have both been worse than average since 2012</u>. The Council recognises the need to work with Oxfordshire County Council in order to understand and address the relatively high rate of fatalities and serious injuries on the District's road network. Rates of sexually transmitted infections and TB, statutory homelessness, violent crime, long term unemployment, drug misuse and early deaths from cardiovascular diseases are all better than average.</p>	
MINI6	Paragraph 2.42	<p>Amend text as follows:</p> <p>2.42 West Oxfordshire has a network of 47 primary schools, 2 infant schools, 1 nursery school, one special school and 7 secondary schools. In terms of educational achievement, the rate of children obtaining 5 or more GCSEs (Grades A*- C including English and Maths) is <u>slightly-significantly</u> higher than the England average.</p>	Factual update.

MINI7	Paragraph 2.45	<p>Insert additional text as follows:</p> <p>2.45 The District has a rich natural environment with around 34% <u>of the area</u> falling within the Cotswolds Area of Outstanding Natural Beauty (AONB). Land on the eastern edge of the District falls within the Oxford Green Belt and at Cassington Meadows there is a Special Area of Conservation (SAC) of European importance. There are also a number of Sites of Special Scientific Interest (SSSIs) areas of Ancient Woodland and Local Wildlife Sites. There is however an acknowledged need to further enhance and extend habitats to develop networks and a series of Conservation Target Areas has been identified where the restoration and enhancement of habitats would have the greatest benefit</p>	Improved clarification.
MINI8	Paragraph 2.47	<p>Insert additional text as follows:</p> <p>2.47 West Oxfordshire contains some extensive sand and gravel and limestone resources particularly in the southern half of the District, focused on the Lower Windrush Valley which has seen extensive mineral extraction for a number of years. The <u>District</u> Council continues to engage with the County Council as mineral planning authority in relation to the overall strategy for future sand and gravel extraction in the County <u>as guided by the Minerals and Waste Local Plan.</u></p>	Improved clarification in relation to the role of the County Council as mineral planning authority and the Minerals and Waste Local Plan.
MINI9	Paragraph 2.49	<p>Amend and insert text as follows:</p> <p>2.49 <u>The District has a rich and varied historic environment which contributes greatly to the distinctive character and identity of the area, to its tourism, cultural and social role, to economic prosperity and to the quality of life for those living here.</u> The District has <del>a rich archaeological and architectural heritage including</del> 3,200 listed buildings, 149 scheduled monuments, 51 conservation areas and 16 <u>registered historic</u> parks and gardens of special historic interest. Blenheim Palace at Woodstock has been designated as a World Heritage Site (WHS) and is a major asset to the District and key visitor attraction.</p>	Improved clarification in relation to the role and importance of the historic environment and the status of registered historic parks and gardens.

MIN20	Paragraph 2.50 – Strengths, Weaknesses, Opportunities and Challenges Table	<p>Insert additional wording under ‘Strengths’ as follows:</p> <ul style="list-style-type: none"> <li>• Central, accessible location</li> <li>• High quality environment – landscape, built heritage and biodiversity</li> <li>• Strong sense of place</li> <li>• Generally good place to live with a high quality of life</li> <li>• Strong and articulate community groups</li> <li>• Generally vibrant town centres, particularly Witney</li> <li>• Strong and diverse local economy including many small businesses, specialisms in high-tech manufacturing and engineering plus RAF Brize Norton</li> <li>• Relatively skilled workforce with no major skills gaps although perhaps lacking in some technical skills</li> <li>• High rates of economic activity and low unemployment</li> <li>• No significant areas of dereliction</li> <li>• Oxfordshire Cotswolds - important tourism sector with nationally important attractions</li> <li>• Blenheim World Heritage site</li> <li>• Good variety of formal and informal leisure opportunities</li> <li>• High levels of owner-occupation</li> <li>• Reasonable level of self-containment (about 65%)</li> <li>• Two railway lines <u>and inter-urban bus routes</u></li> <li>• Reasonably well-balanced population in terms of different age groups</li> <li>• A generally healthy population</li> <li>• Extensive sand and gravel resources provide a local source of construction aggregate to support future growth</li> <li>• High rates of home working</li> </ul>	Minor factual update.
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## Section 4 – Overall Strategy

Modification Number	Paragraph/ Policy	Proposed modification	Reason
MIN21	Paragraph 4.2	<p>Amend text as follows:</p> <p>4.2 This section of the plan sets out the overall strategy for the District which has five key strands and ‘cross-cutting’ policies that apply to <u>all</u> development regardless of scale or type:</p> <p><b>Presumption in Favour of Sustainable Development</b> – allowing development which is sustainable to go ahead. This must however be seen in the context of West Oxfordshire as there is no ‘one-size fits all’ approach.</p> <p><b>Locating Development in the Right Places</b> - influencing where development takes place can help to ensure housing and jobs are provided where they are most needed, ensure good access to facilities, help reduce car use, protect important areas such as Green Belt and AONB, <u>conserve and enhance the natural and historic environment</u> and avoid other sensitive areas such as those that are prone to flooding.</p> <p><b>Prudent use of natural resources</b> – natural resources are those that occur naturally within the environment including water, air, wind, sunlight and minerals. Some of these such as wind and sunlight are ‘renewable’ because they are naturally replenished, whilst others such as gas and oil are ‘non-renewable’ because they are limited and finite. We must give careful consideration to the use of natural resources particularly those that are ‘non-renewable’.</p> <p><b>High quality design</b> - the Government’s objective for the planning system is to promote good design that ensures attractive, usable and durable places. This is a key element in achieving sustainable development and a key consideration for West Oxfordshire which enjoys a high quality, distinctive <u>natural, historic and built</u> environment and strong ‘sense of place’.</p> <p><b>Supporting infrastructure</b> – appropriate and timely provision must be made for the facilities and services that are needed to support future growth</p>	<p>To more clearly emphasise the importance of the natural and historic environment as well as public transport.</p>

		including schools, <a href="#">public transport</a> , roads, GP surgeries, libraries and open space. Without appropriate investment, existing services will come under pressure and may be unable to cope.	
MIN22	Paragraph 4.7	<p>Amend text as follows:</p> <p>4.7 These are all laudable objectives but to give the Local Plan more purpose, we need to consider what sustainable development means in the context of West Oxfordshire. Drawing on the District profile, vision and objectives outlined previously, it is reasonable to suggest that achieving sustainable development for West Oxfordshire is likely to mean the following (in no particular order):</p> <ul style="list-style-type: none"> <li>● <del>Reducing the current reliance that is placed on the private car for journeys into, within and away from the District by promoting opportunities for walking, cycling and the use of public transport;</del></li> <li>● <del>Reducing the current reliance that is placed on the private car for journeys into, within and beyond the District by promoting opportunities for active travel through walking and cycling as well as encouraging the use of public transport;</del></li> <li>● Reducing current levels of out-commuting and increasing ‘self-containment’;</li> <li>● Reducing the current risk of flooding where possible and ensuring that new development does not increase that risk;</li> <li>● Achieving mixed-use developments that create vibrant, active places and reduce the need to travel;</li> <li>● Maximising the use of previously developed land provided it is not of high environmental value;</li> <li>● Strengthening and increasing the value and resilience of the local economy, capitalising on current and forecast growth sectors and enhancing links with major growth areas nearby including the Oxfordshire ‘Knowledge Spine’;</li> <li>● Identifying and meeting current and future housing needs for a variety of different groups including those in need of affordable housing;</li> <li>● Tackling traffic congestion in key locations like Witney and on key routes including the A40 and A44;</li> <li>● Improving air quality in known problem areas including Witney and Chipping</li> </ul>	For improved clarification regarding active travel and the historic environment.

		<p>Norton;</p> <ul style="list-style-type: none"> <li>• Reducing the impact of development on climate change and ensuring that new development is able to respond to future change through appropriate design and adaptation;</li> <li>• Improving connectivity between the District’s settlements;</li> <li>• Conserving the landscape and scenic beauty of the Cotswolds Area of Outstanding Natural Beauty (AONB);</li> <li>• Protecting the Green Belt;</li> <li>• Effectively managing and mitigating the impact of mineral working within the District and capitalising on after-use opportunities;</li> <li>• Making sure that the leisure and recreational needs of residents and visitors are met both in terms of the quality and quantity of facilities available;</li> <li>• Ensuring that new development is supported by appropriate investment in new and/or enhanced infrastructure including education, water supply and disposal, transport, affordable housing and open space;</li> <li>• Achieving high quality design in all new development;</li> <li>• Improving the health of local communities including tackling obesity;</li> <li>• Improved telecommunications including superfast broadband throughout the District, with a particular focus on harder to reach rural areas;</li> <li>• Protection and enhancement of the District’s rich <u>heritage-historic</u> and natural environment; and</li> <li>• Maintaining and enhancing the vitality and viability of local communities, particularly small-settlements in rural areas that may be under pressure from the loss of shops, public houses and other services and facilities.</li> </ul>	
MIN23	Paragraph 4.8	<p>Insert additional text as follows:</p> <p>4.8 In line with national policy, this Local Plan is underpinned by a presumption in favour of sustainable development. In other words, development that is shown to be sustainable in the West Oxfordshire context will be permitted. Taking account of the various issues outlined above, the remainder of this Local Plan sets out in more detail what will and won’t be considered sustainable in West Oxfordshire. Regard should also be had to the NPPF <u>and any ‘made’ (adopted)</u></p>	To acknowledge the statutory role of neighbourhood plans.

		<u>Neighbourhood Plans that are in place.</u>	
MIN24	Paragraphs 4.32 – 4.35	<p>Amend and insert additional text as follows:</p> <p>4.32 West Oxfordshire’s towns, villages and countryside have a distinctive character that is worthy of special protection. River valleys and wet meadows, historic parkland, ancient forest remnants, and undulating wolds landscape are important features <u>as are the District’s many historic buildings, archaeological remains and Conservation Areas (together with historic parkland)</u>. One third of the District has national protection through its inclusion within the Cotswolds Area of Outstanding Natural Beauty (AONB).</p> <p>4.33 The Government’s objective for the planning system is to promote good design that ensures attractive, usable and durable places. This is a key element in achieving sustainable development and is of particular relevance to West Oxfordshire which is characterised by a high-quality and distinctive environment much valued by all those who visit, work and live in the District.</p> <p>4.34 <del>In 2006 the District Council adopted the West Oxfordshire Design Guide as a Supplementary Planning Document (SPD) within the Local Development Framework. The purpose of the guide is to describe the qualities and characteristics that make West Oxfordshire special, and to describe the ways in which good design can protect and enrich the distinctive character of the District. In particular the guide seeks to:</del> <u>In 2016 the District Council adopted a revised version of the West Oxfordshire Design Guide as a Supplementary Planning Document (SPD) within the Local Development Framework. The purpose of the West Oxfordshire Design Guide is to describe the qualities and characteristics that make West Oxfordshire special, and to describe ways in which good design can protect and enrich the character of the District In particular the guide seeks to:</u></p> <ul style="list-style-type: none"> <li>▪ provide an analysis of the historic variations that exist in the landscapes, settlements and buildings of the District, in order to provide a sound foundation for design guidance that respects these variations;</li> <li>▪ describes strategies for how <u>different scales of</u> new development can best</li> </ul>	<p>Minor amendments to highlight the importance of the District’s historic environment and also to provide a factual update on the West Oxfordshire Design Guide.</p>

		<p>respond to these contexts; and</p> <ul style="list-style-type: none"> <li>▪ provide detailed guidance on a range of design issues relevant to existing and future development.</li> </ul> <p>4.35 <del>The Design Guide is currently in the process of being updated and will be finalised in 2015.</del> We <del>will</del> expect all development to have regard to the guide. Reference should also be made to more specific design advice contained in other supplementary planning guidance covering the District including Landscape Assessments, <a href="#">historic landscape appraisals</a>, Conservation Area Appraisals and Cotswolds AONB guidance documents which are key tools for interpreting local distinctiveness and informing high design quality.</p>	
MIN25	Paragraph 4.40	<p>Amend text as follows:</p> <p>4.40 More general <del>infrastructure</del> <a href="#">infrastructure</a> provision such as contributions towards local libraries and school places will now fall within the remit of the Community Infrastructure Levy (CIL) which is essentially a tariff or charge that local authorities can choose to impose on certain types of new development.</p>	To correct a typographical error.
MIN26	Paragraph 4.43	<p>Amend text as follows:</p> <p>4.43 <del>The first step to introducing CIL is to identify the infrastructure that is needed to support future growth and how much it is likely to cost. An Infrastructure Delivery Plan (IDP) has been prepared in partnership with a range of organisations including Oxfordshire County Council and will be refined and updated on an ongoing basis. The Council consulted on its CIL preliminary draft charging schedule (PDCS) in December 2013 and intends to consult on its draft charging schedule (DCS) in 2015. The first step to introducing CIL is to identify the infrastructure that is needed to support future growth and how much it is likely to cost. An Infrastructure Delivery Plan (IDP) has been prepared in partnership with a range of organisations including Oxfordshire County Council and will be refined and updated on an ongoing basis. The Council submitted its CIL draft charging schedule (DCS) for examination in 2015 and it is anticipated that CIL will be implemented during the second half of 2017.</del></p>	Factual update to reflect the anticipated timetable for the introduction of CIL in West Oxfordshire.



## Section 5 – Providing New Homes

Modification Number	Paragraph/ Policy	Proposed modification	Reason
MIN27	Paragraph 5.36	<p>Amend text as follows:</p> <p>5.36 Housing affordability is a key issue in West Oxfordshire because of the relationship between property prices and household incomes. Even relatively small, modest properties are beyond the reach of most single income households and as a result, there are around <del>1,200</del> <u>1,440</u> households on the Council's waiting list for affordable housing.</p>	Factual update.
MIN28	Paragraph 5.38a – 5.39	<p>Amend and insert additional text as follows:</p> <p><u>5.38a In addition to social rented, affordable rented and intermediate housing, the Housing and Planning Act 2016 broadened the definition of affordable housing to also include 'starter homes'. These are a new form of affordable housing intended for first time buyers between the ages of 23 and 40. Starter homes will be sold at no more than 80% of open market value, capped at £450,000 in Greater London and £250,000 across the rest of England.</u></p> <p><del>5.39 There is a significant need for more affordable housing in West Oxfordshire. This is confirmed in the Council's Housing Needs Assessment (2011) and the Oxfordshire SHMA (2014) with estimates ranging from 220 – 274 affordable homes needed each year. Increasing the number, type and distribution of affordable housing for both rent and subsidised sale is therefore a key priority for West Oxfordshire. There is a significant need for more affordable housing in West Oxfordshire. The Oxfordshire SHMA (2014) identified a need for 274</del></p>	To highlight the inclusion of starter homes within the definition of affordable housing and to provide a factual update on the level of affordable housing need in West Oxfordshire with reference to the Council's most recent evidence.

		<u>affordable homes each year (excluding existing commitments). Further evidence commissioned by the Council more recently<sup>4</sup> identifies a very similar level of affordable housing need. Increasing the number, type and distribution of affordable housing for both rent and subsidised sale is therefore a key priority for West Oxfordshire.</u>	
MIN29	Paragraph 5.41	Amend text as follows:  5.41 In relation to market housing, previously the Council has sought the provision of affordable housing on larger housing schemes of 15 or more in the main towns and from smaller schemes of 2 or more dwellings in the rest of the District. However, national policy now states that affordable housing should <del>generally</del> only be sought on larger sites of more than 10 dwellings other than in designated rural areas such as Areas of Outstanding Natural Beauty (AONB) where a lower threshold can apply with medium-scale schemes of 6 – 10 dwellings being required to make a financial contribution towards affordable housing off-site. Smaller schemes of 1 – 5 dwellings are not required to make any provision for affordable housing.	To clarify the national policy position in relation to the provision of affordable housing.
MIN30	Figure 5.1 – Affordable Housing Zones	Minor formatting change to include a clearer base map of the District.	For clarification and ease of reference.
MIN31	Paragraph 5.102	Amend text as follows:  5.102 <del>In a recent consultation<sup>5</sup> the Government consulted on a new ‘right to build’ under which custom builders will have a right to a plot from local authorities. The outcome of the consultation is not yet known but if the measures are implemented as proposed, the Council will need to establish the level of</del>	Factual update in relation to self-build.

<sup>4</sup> Peter Brett Associates – Partial SHMA update for West Oxfordshire (2016)

<sup>5</sup> Right to Build: supporting custom and self-build (October 2014)

		<p>demand for custom and self-build in the District, provide the opportunity for interested parties to register their interest, assess the eligibility of those that express an interest and then seek to address the level of identified demand. In response to Government Guidance, the District holds and maintains a Register of Interest for those wishing to either self or custom build within West Oxfordshire. The Register enables the District to gauge the level of demand locally, to determine how many wish to build their own home following one of the several routes e.g. serviced plot or self-finish, examine how many potential self-builders meet the locally applied criteria to benefit from the District's enable role. These criteria include local connection, future occupation as sole residence, financial capacity etc.</p>	
MIN32	Paragraph 5.105	<p>Amend text as follows:</p> <p>5.105 <del>Since the SHMA was published, we have collected some further evidence of local custom build demand by commissioning a local agent to supply data on the numbers of individuals and groups searching for residential plots in West Oxfordshire. This suggests that there are 427 potential custom/self-builders seeking suitable plots within the District. The District now holds and maintains a Register of those wishing to be involved in the development of their own home. The preferred routes include serviced plot, water tight shell, self-finish. To date the number of those registered with the District is 183. This is in addition to those potentially registered with site finding and specialist self-build agencies.</del></p>	Factual update in relation to self-build.

## Section 6 – Sustainable Economic Growth

Modification Number	Paragraph/ Policy	Proposed modification	Reason
MIN33	Paragraph 6.26	<p>Amend text as follows:</p> <p>6.26 In addition to new provision of <del>new</del> employment land, consideration must be given to the existing stock of premises in the District. There are many existing employment sites throughout the District the loss of which would undermine the sustainability of our market towns and rural communities and the economic diversity of West Oxfordshire. The Council will therefore seek the retention of all employment sites where there is an on-going prospect of a suitable business use and will support the expansion and redevelopment of sites of an appropriate scale to enable businesses to expand, adapt and make the most efficient use of this resource. The scale of new business expansion or redevelopment will need to reflect the character of the area and access opportunities.</p>	Typographical error.
MIN34	Paragraph 6.30	<p>Amend text as follows:</p> <p>6.30 Superfast broadband and mobile telecommunications are crucial to the success of such businesses particularly as home working in the District represents a reasonably high proportion of total employment and has been growing. It is expected that this will continue on an upward trend and in recognition of this, the Council is working to ensure all premises in the District will have access to superfast broadband by the end of <del>2016</del> <u>2017</u>.</p>	Factual update.
MIN35	Paragraph 6.41	<p>Amend text as follows:</p> <p>6.41 There are many large country estates in the District including Blenheim, Cornbury, Heythrop and Ditchley. Such estates manage a variety of natural, historic and cultural assets of importance locally, nationally or internationally, often in addition to a farming enterprise, business premises and tourist facilities. These estates continue to seek to diversify their incomes in a similar way to farm diversification. The diversification of an estate economy will be supported</p>	Minor amendment to highlight the importance of heritage assets.

		<p>where it provides a sustainable approach to balancing economic activity with the conservation and enhancement of natural and <del>built-heritage</del> assets. This should be demonstrated through an estate management plan which should also demonstrate that there is a good prospect that the proposed enterprise will be economically viable and is capable of being sustained in the medium to long term.</p>	
MIN36	Paragraph 6.50	<p>Amend text as follows:</p> <p>6.50 Tourism is an important and growing economic sector in West Oxfordshire. <del>estimated to be worth over £250 million to the local economy each year (£255m in 2010) and accounting for 12.4% of total jobs in the District. Spend in 2014 from tourist activity was £280m, accounting for an estimated 3,559 jobs (full-time equivalent).</del> This reflects the area's attractive countryside, including the Cotswolds AONB, historic Cotswold market towns and villages and a range of visitor attractions, including the Blenheim Palace World Heritage Site. The District also has considerable water assets including the River Thames and its tributaries and the Oxford Canal on the District's eastern boundary. Most of these attractions have a cultural or historic affinity with the area and its rural character.</p>	Factual update in relation to tourist spend in West Oxfordshire.
MIN37	Paragraphs 6.57 and 6.58	<p>Amend text as follows:</p> <p>6.57 The after-use of former mineral workings in the Lower Windrush Valley may offer particular opportunities for leisure and tourism development. Existing recreational uses include walking, fishing, horse riding, windsurfing, sailing, banger racing, power boating and water skiing. The after-use strategy established in the <del>County Oxfordshire</del> Minerals and Waste Local Plan <u>1996</u> has been for the more intensive water based recreation to be focussed in the Standlake area with lower key recreation uses such as angling, walking, cycling and non-intrusive leisure uses and provision for nature conservation elsewhere in the valley. This strategy continues to be appropriate, notably as the more intensive leisure uses are likely to be incompatible with nature conservation if in close proximity.</p> <p>6.58 The Lower Windrush Valley Project was set up to co-ordinate habitat creation</p>	To provide additional clarity in relation to the Minerals and Waste Local Plan and the role of Oxfordshire County Council as mineral planning authority.

		<p>and conservation alongside achieving leisure opportunities such as the Windrush Path which also provide social and economic benefits. The work of the project has also identified opportunities to improve recreational access in the area by creating connections between existing rights of way. The Council will continue to work with the Project and <del>County Minerals Authority</del> <u>the County Council as Mineral Planning Authority</u> to determine suitable after-uses. After-use proposals which offer a positive and comprehensive legacy for local communities and nature conservation interests will be supported.</p>	
MIN38	Paragraph 6.59	<p>Amend text as follows:</p> <p>6.59 The River Thames on the District's southern boundary is a significant asset in terms of its environmental quality and as a recreational resource. The Thames in West Oxfordshire flows through remote and tranquil open countryside. The Council will support low key tourism and leisure proposals along the Thames which are sensitive to and enhance where <del>appropriate</del> <u>possible</u> its ecological, landscape and heritage value. The Council will also support the retention and improvement of cycling and walking routes throughout the District, including along the River Thames which incorporates the Thames Path National Trail as well as within the Lower Windrush Valley.</p>	<p>For clarity and to reflect the fact that it will always be appropriate to enhance ecological, landscape and heritage value.</p>
MIN39	Paragraph 6.62	<p>Amend text as follows:</p> <p>6.62 These facilities continue to be important in meeting the day to day needs of residents, providing social meeting places, sports venues and essential local services. These also assist in maintaining healthy and inclusive communities, sustainable travel patterns and local employment opportunities. Surveys of parish facilities in our Settlement Sustainability reports have indicated that many settlements have seen the closure of <del>schools,</del> shops, post offices, public houses and other facilities. This is in part due to changing social and economic circumstances including the ways we now access many services using the internet or telephone. Economies of scale and public service budget cuts are also leading to public services being concentrated in the larger centres of population. In other cases the high residential land values in the District make the closure and conversion of facilities such as shops and pubs attractive to investors. This is a threat to the sustainability of our communities particularly in</p>	<p>To reflect the fact that rural school closures have not been an issue in West Oxfordshire and there is a national and local presumption against the closure of rural schools.</p>

		the rural areas where such facilities can form the hub of social life.	
MIN40	Paragraph 6.86	Amend text as follows: 6.86 Car parking capacity is however nearing capacity in the town centres and <del>therefore</del> the Council have <del>commenced work on prepared</del> a District-wide Parking Strategy <del>due to be completed by the end of 2015</del> to investigate whether parking provision is meeting current needs and will meet future parking requirements.	Factual update in relation to the Council's parking strategy.
<b>Section 7 – Transport and Movement</b>			
<b>Modification Number</b>	<b>Paragraph / Policy</b>	<b>Proposed modification</b>	<b>Reason</b>
MIN41	Paragraphs 7.3 – 7.4	Amend and insert additional text as follows: 7.3 Indirectly, a high percentage of car use also affects health, with increasing rates of obesity in Oxfordshire partly attributed to declining levels of activity. Active forms of travel such as walking and cycling, <u>including as part of a journey</u> , have an important role to play in reversing this trend. 7.4 In this section of the plan we set out how we will <u>address the transport needs associated with new development whilst seeking seek</u> to encourage less car use, <del>whilst</del> recognising that as a predominantly rural area, the private car will remain the dominant form of transport in West Oxfordshire, and as such, improvements to the highway network will be needed.	Improved clarification.
MIN42	Paragraph 7.14	Insert additional text as follows: 7.14 In addition to location, the design of new development also has an important role to play in influencing travel patterns. We have outlined above how superfast broadband can promote home working and other examples of how good design can help include: <ul style="list-style-type: none"><li>• accommodating the efficient delivery of goods and supplies;</li><li>• giving priority to pedestrian and cycle movements;</li></ul>	To emphasise more clearly the importance of enabling access to public transport.

		<ul style="list-style-type: none"> <li>• providing access to high quality public transport facilities;</li> <li>• creating safe and secure layouts which minimise conflict between traffic and cyclists or pedestrians <u>and enable access for public transport services</u>;</li> <li>• incorporating facilities for charging plug-in and other ultra-low emission vehicles; and;</li> <li>• considering the needs of people with disabilities by all modes of transport</li> </ul>	
MIN43	Paragraph 7.21	<p>Amend text as follows:</p> <p>7.21 The provision of a good, reliable <del>and congestion free</del> highway network has a number of benefits including the provision of convenient access to jobs, services and facilities and the potential to unlock and support economic growth.</p>	To acknowledge that a congestion free network in reality will be unachievable.
MIN44	Paragraph 7.29	<p>Amend text as follows:</p> <p>7.29 At Witney, traffic congestion has long been a serious concern with an Air Quality Management Area (AQMA) having been designated at Bridge Street. Other areas suffering from congestion include the Ducklington Lane junction with Station Lane and Thorney Leys and Witan Way although <del>recent</del> improvements <del>have been</del> <u>were</u> made to the former <u>in 2014</u> to help improve traffic flow.</p>	Factual update.
MIN45	Paragraph 7.31	<p>Insert additional text as follows:</p> <p>7.31 As the District's main town and <u>a key</u> focus for growth under this local plan, it is essential that future development at Witney is supported by appropriate and timely investment in new and enhanced highway infrastructure. We have identified a number of 'strategic' and 'non-strategic' highway improvement schemes needed to support the Local Plan.</p>	For clarification and to reflect the fact that strategic growth is planned in other settlements.
MIN46	Paragraphs 7.39 – 7.42	<p>Amend and insert additional text as follows:</p> <p>7.39 At Carterton, although the road network is not congested, there is no 'A' road access to the town from the A40 or the A361 and it remains an aspiration of the District and County Councils to deliver improved access to the town and</p>	Factual updates and clarification.



		<p>RAF Brize Norton from the strategic road network. <u>LTP4 identifies improved access to the A40 as a key objective.</u> This is seen as critically important to unlocking the town's economic potential and helping to provide a better balance of housing and job opportunities in order to reduce levels of out-commuting. It will also facilitate the movement of vehicles to and from RAF Brize Norton.</p> <p>7.40 The County Council have undertaken a number of studies to help inform the most appropriate way forward and have prioritised the B4477 Brize Norton Road for upgrading to A-road standard <u>which will also include the provision of a premium cycle route together with associated complementary measures.</u> It is estimated that this will cost in the region of <del>£3.5m</del> <u>£3.9m</u> and will be delivered through a combination of funding including developer contributions. The addition of west facing slip roads to the A40 has been identified as a key part of this project in LTP4 and is likely to cost in the region of <del>£2.8m</del> <u>£7.2m.</u></p> <p>7.41 It has been previously suggested that a new link road could also be provided from the B4477 Brize Norton Road to the Witney Road which would take a proportion of vehicular trips away from the northern part of Brize Norton village. The County Council has concluded that in light of the priority being given to the B4477 upgrade to A-road standard, at the present time this link is not needed as it would encourage trips along the Witney Road instead.</p> <p>7.42 Elsewhere in Carterton, the committed development of <del>316-250</del> homes to the north west of Carterton will deliver a new link road from Shilton Road to Elmhurst Way. It is anticipated that this development will be complete within 5-years.</p>	
MIN47	Paragraph 7.45	<p>Amend text as follows:</p> <p>7.45 This is especially so over the <del>river</del> <u>River</u> Thames on the southern boundary of the District, where the road crossings are mainly historic bridges of single vehicle width. One of these, on the A415 at Newbridge, is a Scheduled Monument, is deteriorating and is the subject of a weight restriction order. The bridge provides a vitally important transport link to the southern parts of Oxfordshire and any future operational problems would have a significant</p>	Grammatical error.

		impact. There is also congestion at the crossing of the River Windrush at Burford as well as the aforementioned problems along the A4095 around Long Hanborough and Bladon.	
MIN48	Paragraph 7.55	<p>Insert additional text as follows:</p> <p>7.55 These and other potential public transport improvement schemes are identified in the IDP. We will continue to work in partnership with Oxfordshire County Council and the bus operators to secure new and improved bus services and facilities in West Oxfordshire. In particular, we will ensure that where necessary, new development is supported by improvements to bus services and facilities either provided directly as part of the development or through an appropriate financial contribution. <u>The need to enhance bus service provision wherever possible is particularly acute in light of the decision to cut a number of bus service subsidies in July 2016.</u></p>	Factual update to reflect changes to bus service subsidies.
MIN49	Paragraph 7.61	<p>Amend and insert additional text as follows:</p> <p>7.61 Community transport schemes are vital for people who do not have access to a car and are unable to use public transport, walk or cycle to their destination, usually due to disability, age-related frailty, or mobility problems. There are a number of community transport schemes in West Oxfordshire including a dial-a-ride scheme, community buses and volunteer car schemes <u>as well as the Oxfordshire Comet, a bookable transport service for those who can't access suitable public transport.</u> These receive advice and practical support from <u>Community First Oxfordshire, Rural Community Council (ORCC).</u></p>	Factual update and to highlight the existence of a bookable community transport service.
MIN50	Paragraphs 7.63 – 7.67	<p>Amend and insert additional text as follows:</p> <p><u>Active Travel (Walking and Cycling)</u></p> <p>7.63 Alongside improvements to public transport, <del>encouraging-enabling</del> more active forms of travel including walking and cycling is essential to reducing car use. It also has the added benefit of encouraging more healthy lifestyles and helping to tackle health concerns including rising rates of obesity.</p> <p>7.64 The provision of high quality, well-designed and maintained pedestrian and cycle</p>	For clarification and to better reflect the content of the Local Transport Plan (LTP4).

		<p>facilities as well as the provision of information such as clear signage is critical to encouraging more walking and cycling. The planning system has a key role to play in this regard by ensuring that new development is supported by appropriate levels of investment in new and enhanced pedestrian and cycle infrastructure. <u>LTP4 includes an active and healthy travel strategy focusing on cycling and walking as well as door to door integrated multi-modal journeys.</u></p> <p>7.65 At present, West Oxfordshire is reasonably well-served in terms of walking and cycling facilities, although most of these linkages are focused on the main towns of Witney and Carterton including in particular routes installed as part of the Madley Park and Shilton Park developments. <u>Cross-town cycle routes can however suffer from poor signage as well as having some gaps in provision.</u></p> <p>7.66 Outside the main towns <u>and rural service centres</u> although there are a number of national cycle network routes running through the District, most pedestrian and cycle opportunities involve the use of ‘quiet roads’ rather than dedicated pedestrian and cycle links. Increased traffic levels on these quiet roads may prevent vulnerable road users from accessing these routes safely.</p> <p>7.67 <del>We have in</del> <u>In</u> discussion with Oxfordshire County Council, <u>we have</u> identified a number of <del>general and specific</del> improvements to pedestrian and cycle infrastructure needed to accommodate future growth in the District. These include the provision of additional footways and <u>cycle</u> paths and improvements to existing routes, with a particular focus on improving accessibility to key locations. <del>and encouraging greater</del> <u>Greater</u> use of public transport <u>can be encouraged</u> (e.g. <del>through provision of</del> walking <u>and cycling</u> routes to bus stops and <del>provision of</del> cycle parking at bus stops).</p>	
MIN51	Policy T3 – Public Transport, Walking and Cycling	<p>Amend text as follows:</p> <p><b>Policy T3 – Public Transport, Walking and Cycling</b></p> <p><b>All new development will be located and designed to maximise opportunities for walking, cycling and the use of public transport.</b></p> <p><b>Where opportunities for walking, cycling and using public transport</b></p>	To reflect the fact that the draft rail and bus strategies have been incorporated into the County Council’s Local Transport Plan (LTP4) – ‘Connecting Oxfordshire’.

		<p>are more limited, other measures will be sought to help reduce car use as appropriate (e.g. measures to promote home working or the opportunity for linked trips e.g. through mixed-use development).</p> <p>New development will be expected to contribute towards the provision of new and/or enhanced public transport, walking and cycling infrastructure to help encourage modal shift and promote healthier lifestyles.</p> <p>Development that fails to make adequate provision of measures to encourage the use of non-car modes of transport will not be favourably considered.</p> <p>West Oxfordshire District Council will continue to work in partnership with the highway authority, developers, local councils, bus and rail operators and other voluntary and community sector organisations, to:</p> <ul style="list-style-type: none"><li>- Increase the use of bus, rail and community transport through the provision of improved services, facilities and information including specific schemes identified in the Local Transport Plan (<del>Connecting Oxfordshire</del>), the <del>and IDP</del> and the <del>draft Rail and Bus Strategies for Oxfordshire</del>; and</li><li>- Provide safe and convenient travel within and between the network of towns and villages in West Oxfordshire, particularly for pedestrians, cyclists and other vulnerable road users, users of public and community transport including specific schemes identified in the Local Transport Plan and IDP</li></ul>	
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MIN52	Paragraph 7.72	<p>Insert additional text as follows:</p> <p>7.72 We can also influence parking through our approach towards the provision of off-street parking. National <a href="#">planning</a> policy suggests that local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. In addition to the quality and cost of parking provision, we can influence the amount of parking available.</p>	For clarification.
<b>Section 8 – Environmental and Heritage Assets</b>			
<b>Modification Number</b>	<b>Paragraph / Policy</b>	<b>Proposed modification</b>	<b>Reason</b>
MIN53	Paragraph 8.5	<p>Amend text as follows:</p> <p>8.5 Natural England has undertaken a high-level assessment of the country’s landscapes, identifying and describing the distinct areas and highlighting opportunities in useful profile publications. West Oxfordshire falls within two of these National Character Areas: NCA 107 Cotswolds and NCA 108 Upper Thames Clay Vales (latest profiles published March <del>2015</del> <del>2013</del> and June 2014 respectively). Complementing these profiles, a more detailed local character assessment is included in the West Oxfordshire Landscape Assessment (WOLA) which describes the landscape characteristics of different areas within the District, giving guidance on landscape enhancement, planning and development. Figure 8.1 shows the 13 Character Areas identified in the assessment.</p>	Factual update.
MIN54	Paragraph 8.6	<p>Insert additional text as follows:</p> <p>8.6 The NCA profiles and the West Oxfordshire Landscape Assessment together with guidance in the West Oxfordshire Design Guide SPD, detailed appraisals of the landscape setting of the main towns (undertaken to inform strategic site allocations) <a href="#">the Historic Landscape Character Assessment (HLC) for Oxfordshire</a> and the Oxfordshire Wildlife and Landscape Study (OWLS), should be used to inform development proposals and to ensure they respect</p>	To highlight the existence of the Historic Landscape Character Assessment for Oxfordshire.

		the distinctive landscape character areas	
MIN55	Paragraph 8.10	<p>Amend and insert additional text as follows:</p> <p>8.10 It is not just physical features which affect landscape character; large parts of rural West Oxfordshire are noted for their peace and tranquillity. Pollution, especially noise and light, can undermine this 'unspoilt' character. Any development should maintain or improve the existing level of tranquillity. A more detailed assessment of tranquillity will be undertaken as part of the further work on West Oxfordshire's Green Infrastructure resource and will feed into <del>the early any subsequent</del> review of this Local Plan. In the interim, the CPRE's Tranquillity Map of Oxfordshire is a useful guide in assessing areas of tranquillity <u>as is the Cotswolds AONB Conservation Board's Position Statement on Tranquillity and Dark Skies. The Rollright Stones in the north of the District are part of a network of places recognised as Dark Sky Discovery Sites.</u></p>	To reflect the fact that an early plan review is no longer proposed and to highlight the Rollright Stones designation as a dark sky discovery site and the existence of the AONB position statement on tranquillity and dark skies.
MIN56	Paragraph 8.13	<p>Amend text as follows:</p> <p>8.13 However, the bulk of wildlife lives outside nature reserves and specifically protected areas so, in order to meet the Government's aim of minimising impacts on biodiversity and achieving net gains and improvements for nature (helping to meet the international commitment of halting and reversing the decline of biodiversity by 2020), it is important that biodiversity is carefully considered in relation to all development proposals. British Standards BS 42020: <u>2013</u> 'Biodiversity – Code of practice for planning and development', provides clear guidance on biodiversity conservation and enhancement, <u>which the Council expects will be applied as good practice.</u> <del>the application of which is encouraged by the Council as good practice.</del></p>	For clarification.
MIN57	Paragraph 8.15	<p>Insert additional text as follows:</p> <p>8.15 In recognition of their wide ranging benefits, the protection of West Oxfordshire's wildlife and the conservation, enhancement and restoration of its biodiversity and geodiversity are promoted. A strategic approach is advocated, giving recognition to the contributions made by sites, areas and features,</p>	For clarification.

		<p>individually (following the national hierarchical approach to site and species protection<sup>6</sup>) and in combination to wider ecological networks. Within the NPPF, Section 11 and Paragraph <u>109 and 118</u> are of particular relevance, along with the accompanying PPG.</p>	
MIN58	Paragraphs 8.17 – 8.20	<p>Amend and insert additional text as follows:</p> <p>8.17 A partnership of conservation bodies in Oxfordshire (<del>formerly</del> the Oxfordshire Nature Conservation Forum <u>and now Wild Oxfordshire</u>) has assessed the county’s key strategic habitats <u>and species</u> and devised Conservation Target Areas (CTAs) (see Figure 8.3). These are the most important areas for wildlife conservation where targeted conservation action will have the greatest benefit. The main aim within CTAs is to restore biodiversity at a landscape-scale through maintenance, restoration and creation of UK priority habitats <u>and areas for priority species</u>.</p> <p>8.18 In planning terms, <del>they</del> <u>CTAs</u> can be considered as potential areas of ecological constraint <del>but</del> <u>and</u>, more positively, as areas of ecological opportunity. Development proposed within or close to a CTA should identify the biodiversity constraints and opportunities and show how the proposal will help to achieve the aims of the CTA. West Oxfordshire <del>target areas</del> <u>CTAs</u> include the Upper Windrush and Wychwood Forest.</p> <p>8.19 The creation of coherent and resilient large scale ecological networks is being encouraged by the Government through the establishment of Nature Improvement Areas (NIAs), where the aim is to achieve significant and demonstrable enhancement through partnership working. The Oxfordshire Local Nature Partnership <del>—Wild Oxfordshire</del> will help to identify and establish new, locally determined NIAs in the county. The CTAs, Strategic Green</p>	Factual update and clarification.

<sup>6</sup> Circular 06/2005 provides guidance in respect of statutory obligations for biological conservation and their impact within the planning system. Section 11 of the NPPF is also of particular relevance.

		<p>Infrastructure and Natural Character Areas are likely to form the core of these NIAs. The Cotswolds Ecological Networks Partnership has already identified two Cotswolds NIAs; extensive parts of West Oxfordshire are covered by <del>their</del> <u>the</u> Cotswolds Valleys NIA.</p> <p>8.20 Figure 8.4 shows the key components of the local ecological networks, including: international, national and local sites of importance for biodiversity and geological conservation interest, and areas identified by local partnerships for habitat restoration and creation. In <del>2015</del> <u>2014</u> the important sites in West Oxfordshire included one international site (part of the Oxford Meadows Special Area of Conservation), 31 national sites (two national nature reserves and 29 Sites of Special Scientific Interest) and 123 local sites (16 Local Geological Sites, 2 Local Nature Reserves, 98 Local Wildlife sites (LWSs) and 7 proposed LWSs). The number and location of sites change over time as surveys and re-surveys take place. A living list of Local Wildlife Sites is available on the Thames Valley Environmental Records website<sup>7</sup>.</p>	
MIN59	Paragraphs 8.48 – 8.51 and footnote to paragraph 8.51	<p>Amend text and insert footnote as follows:</p> <p>8.48 Historically, settlements have tended to locate within river corridors, using the river as a source of water, food, transport and energy (the River Windrush, for example, was fundamental to Witney’s blanket industry). After heavy rain, however, many of these water courses flood. <del>Flooding from surface water drainage, ground water and sewers also occurs. A Level I Strategic Flood Risk Assessment (SFRA) has been prepared in conjunction with the Environment Agency to update the information on flooding in West Oxfordshire and includes an assessment of the likelihood of additional flooding as a result of climate change. Flooding from surface water drainage, ground water and sewers also occurs. A Level I Strategic Flood Risk Assessment (SFRA) was produced in 2009, in conjunction with the Environment Agency, to provide information</del></p>	To provide a factual update on the Council’s Level I Strategic Flood Risk Assessment (SFRA) and for additional clarification.

<sup>7</sup> <http://www.tverc.org>



		<p><a href="#">on flooding in West Oxfordshire and include an assessment of the likelihood of additional flooding as a result of climate change. There have since been a number of changes to planning guidance, updates in flood information and new risk data. In 2016 the Level 1 SFRA was revisited.</a></p> <p>8.49 A Level 2 SFRA for Witney has been produced in relation to the north Witney Strategic Development Area (SDA) and West End Link providing further detail on flood risk in the town. A countywide study has also been undertaken into flooding from surface runoff, groundwater and ordinary watercourses: the Oxfordshire Preliminary Flood Risk Assessment. <a href="#">This has fed into the Oxford Local Risk Management Strategy.</a></p> <p>8.50 In terms of development in flood risk areas, a sequential, risk-based approach will be followed, steering vulnerable development to areas at lower risk of flooding <a href="#">taking account of climate change.</a> (The Government has published technical guidance, alongside the NPPF, giving further advice on flood risk. <a href="#">Much of this is summarised in the West Oxfordshire Level 1 SFRA 2016</a>) Inappropriate development will not be allocated or permitted in flood risk zones 2 and 3 (which have higher probability of flooding), areas at risk of surface water flooding or areas with a history of groundwater flooding, or where it would increase flood risk elsewhere, unless there is over-riding need (that cannot be met in any other way), an absence of suitable alternatives and flood risk can be satisfactorily addressed.</p> <p>8.51 The aim of the Sequential Test is to steer new development to areas with the lowest probability of flooding<sup>8</sup>. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed</p>	
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<sup>8</sup> [The procedure for applying the sequential test to individual applications is set out in the Environment Agency's publication 'Demonstrating the Flood Risk Sequential Test for Planning Applications'. April 2012](#)

		development in areas with a lower probability of flooding. If, following application of the Sequential Test, it is not possible, consistent with wider sustainability objectives, for the development to be located in zones with a lower probability of flooding, the Exception Test can be applied if appropriate.	
MIN60	Paragraph 8.66	<p>Insert additional text as follows:</p> <p>8.66 External lighting can perform a wide variety of functions ranging from floodlighting of sporting activities, to illuminating important buildings, to improving highway safety. These needs for lighting should be balanced, particularly in rural areas, against any adverse impact lights might have on the visual character of the area, the 'night sky', nature conservation or the reasonable living conditions of local residents. <u>This is an important consideration for the Chipping Norton area due to the designation of the Rollright Stones as a Dark Sky Discovery Site.</u></p>	Factual update reflecting the designation of the Rollright Stones Dark Sky Discovery site.
MIN61	Paragraph 8.69	<p>Insert additional text as follows:</p> <p>8.69 The geology of West Oxfordshire means that, in addition to surface water bodies, large areas of the District contain aquifers which are especially important in terms of groundwater as a source of drinking water, but also for their role in supporting surface water flows and wetland ecosystems. The threats to groundwater can be particularly severe. The Environment Agency publishes maps showing the Aquifer and Groundwater Protection areas and their vulnerability to contamination. The protection of these sensitive aquifers, and in particular the Source Protection Zone for Chipping Norton potable water abstraction, needs to be achieved at all times. <u>The West Oxfordshire Level I Updated Strategic Flood Risk Assessment (AECOM2016) and the West Oxfordshire Water Cycle Study: Phase I scoping study (AECOM 2016) provide further information and guidance in relation to the water environment.</u></p>	Factual update in relation to the Council's evidence base on flood risk.
MIN62	Paragraphs 8.70 – 8.74	<p>Amend and insert additional text as follows:</p> <p>8.70 The Upper Thames Valley and its tributaries, particularly the Lower Windrush Valley, has been a major producer of sharp sand and gravel. Elsewhere in the District quarrying of rock takes place. Extensive areas of sand and gravel</p>	Factual updates and clarification

		<p>remain but, as a finite resource, it is essential these minerals are used efficiently, especially as, lying within historically important and biodiversity rich areas their exploitation has a major impact upon the quality of life of local communities and the environment in general and in particular on the water environment with regard to loss due to evaporation. Increased emphasis must be placed upon more sustainable construction methods <del>than including the</del> use of <u>alternatives to</u> primary land-won aggregates.</p> <p>8.71 The future minerals strategy for Oxfordshire is being pursued by the County Council through its Minerals and Waste <del>Development Framework Local Plan</del>. We will continue to engage with the County Council in relation to this issue. In accordance with national policy, we will consult Oxfordshire County Council in relation to development proposals within the defined 'Mineral Consultation Area' that runs across the south of the District. This is shown on the Key Diagram and Proposals Map.</p> <p>8.72 <u>Oxfordshire County Council is the Mineral and Waste Planning Authority. Planning control over waste management development is a County Council function with such developments covered by the Minerals and Waste Local Plan.</u> The national strategy for waste management is that, in order of preference, waste should be reduced, re-used, recycled, recovered and lastly disposed of through landfill. As part of sustainable construction, considerations should be given to the waste hierarchy during the design and construction of new development, for example, waste minimisation and re-use and recycling of waste materials, and when the site is occupied, making space available for home-composting and storage of re-cycling bins (Policy OS3).</p> <p>8.73 There is a significant need for expanded reuse, recycling and composting facilities to reduce the quantities of waste disposed through landfill. Waste management facilities outside the main landfill site in the District (Dix Pit) and the anaerobic digestion facility at Cassington (where bacteria breaks down organic material, such as householder food-waste, into constituent parts, the gaseous component of which is captured and burnt for energy, whilst the remaining solid organics are utilised as fertiliser) are expected to be small-medium in scale providing local facilities only. <del>There is an identified need for a medium-scale recycling/re-use facility in the northern part of the District. There</del></p>	
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		<p><u>is an identified need for a non-strategic waste management facility in or close to Witney and a small scale facility in or close to Chipping Norton.</u></p> <p>8.74 The need for and location of new waste management facilities will be addressed through the County Council's Minerals and Waste <del>Development Framework</del> <u>Local Plan</u>. Some new facilities may be satisfactorily accommodated on existing employment sites.</p>	
MIN63	Figure 8.6	Minor formatting change to show all scheduled monuments.	Factual update.
<b>Section 9 – Strategy at the Local Level</b>			
<b>Modification Number</b>	<b>Paragraph / Policy</b>	<b>Proposed modification</b>	<b>Reason</b>
MIN64	Paragraph 9.2.7	<p>Amend text as follows:</p> <p>9.2.7 The Witney sub-area plays an important economic role containing <del>around 35%</del> <u>just over 30%</u> of the District's employment opportunities (almost 15,000 jobs) <u>and almost 30% of the District's economically active residents<sup>9</sup>. Notably, there are more job opportunities than resident workers<sup>10</sup>. Whilst this is to be expected given the size and role of Witney, it does suggest a need to increase housing supply in order to provide a better balance of homes and jobs.</u></p>	Factual correction to reflect the findings of the Council's economic evidence – addendum.

<sup>9</sup> [Economic snapshot and outlook report](#)

<sup>10</sup> [Economic snapshot and outlook report](#)

MIN65	Paragraph 9.2.12	<p>Amend and insert additional text as follows:</p> <p>9.2.12 A further key issue is the A40. Currently access to the A40 at Witney is relatively limited and the route is also heavily congested at peak times between Eynsham and the edge of Oxford. The A40 problems are seen as a major constraint to inward investment into the District as well as a great inconvenience for those sitting in long queues every day. <del>A recent An</del> award of £35m through the Local Growth Fund will be used to <del>facilitate-deliver</del> improvements <u>comprising a new park and ride at Eynsham and an eastbound bus lane from the park and ride toward Oxford. Longer-term improvements to the A40 have also been identified although funding is yet to be secured. but at this stage the scope and nature of those improvements has not been determined</u></p>	Factual update and clarification.
MIN66	Paragraph 9.2.26	<p>Insert additional text as follows:</p> <p>Strategy</p> <p>9.2.26 Having regard to the profile and key issues outlined above, the strategy for the Witney sub-area is set out below. <u>Regard will also be given to any adopted (made) Neighbourhood Plans in the sub-area.</u></p>	To more clearly recognise the status of neighbourhood development plans.
MIN67	Figure 9.5 – Witney Town Centre Strategy	Minor formatting changes to include location of scheduled monuments and proposed allocation of land at Woodford Way Car Park.	For clarity and to reflect the proposed housing allocation of land at Woodford Way Car Park.
MIN68	Paragraph 9.2.72	<p>Amend text as follows:</p> <p>9.2.72 In accordance with national policy and Policy EH7 all new development will be expected to conserve or enhance the special character and distinctiveness of West Oxfordshire’s historic environment and <del>preserve-conserve</del> or enhance the District’s heritage assets and their significance and settings.</p>	For consistency with the NPPF.
MIN69	Paragraph 9.2.75	<p>Amend text as follows:</p> <p>9.2.75 Some of these will be provided directly as part of new developments (e.g. a</p>	To reflect the possibility of additional school capacity

		new <u>or expanded</u> primary school as part of the north Witney SDA) whilst others will be provided indirectly through developer contributions and other potential sources of funding.	being provided.
MIN70	Paragraph 9.3.2	Amend text as follows:  9.3.2 Carterton offers a good range of services and facilities including a country park, leisure centre, employment, housing and retail. Part of the town's rapid growth has been associated with the nearby airfield, now the country's main RAF transport base (RAF Brize Norton) and an integral part of the local community employing <u>around 7,300 workers, a substantial number of whom live on the base or in Carterton. up to 4,000 personnel of which approximately 2,000 live on the base.</u>	Factual update in relation to RAF Brize Norton employee numbers.
MIN71	Paragraphs 9.3.9 – 9.3.10	Amend and insert additional text as follows:  9.3.9 The Carterton sub-area plays an important economic role within the District. The main sector of the local economy is Government services which accounts for 26% of total employment. This is largely a reflection of RAF Brize Norton which lies immediately to the south of the town and employs around <u>4,000 5,800</u> personnel, <u>1,200 contractors and 300 civilian staff</u> . The second largest sector is distribution (including retail) at 17%. Manufacturing is relatively poorly represented compared to West Oxfordshire as a whole comprising just 6.5% of employment in this area.  9.3.10 <u>Economic activity rates are high at over 80%. However, there is an imbalance of homes and jobs with the number of resident workers outweighing the number of jobs. Carterton has 24% of the District's economically active population compared with just 13% of the District's employment. Witney by contrast only accounts for 29% of the District's economically active population, but for 35%</u>	Factual update to reflect employee numbers at RAF Brize Norton and in relation to the balance of workers versus jobs in the Carterton sub-area reflecting the Council's economic evidence – addendum.

		<p><del>of the jobs. It is likely therefore that many Carterton residents will be looking to Witney as a source of employment<sup>11</sup>. Economic activity rates are high at over 80%. As is the case with the other sub-areas, there is an imbalance of homes and jobs with the number of resident workers outweighing the number of jobs, however in the Carterton sub-area this imbalance is most pronounced with almost 3,000 more economically active workers than jobs. Carterton has 24% of the District's economically active population and around 21% of the District's employment. Witney by contrast accounts for over 30% of the District's jobs. Many Carterton residents currently look to Witney as a source of employment<sup>12</sup>.</del></p>	
MIN72	Paragraph 9.3.13	<p>Amend text as follows:</p> <p>9.3.13 In terms of undeveloped business land, there is a relatively limited supply currently with around 1.5 acres (0.6ha) available at Ventura Park, and 7.9 acres (3.2ha) at West Oxfordshire Business Park. The Town Council has expressed a desire to increase the supply of available business land in Carterton in order to attract additional inward investment, capitalising on the aviation linkages with RAF Brize Norton. This is <u>a</u> key aim of the <del>emerging</del> Carterton masterplan and is supported by the Council's economic evidence<sup>13</sup> which suggests that Carterton should be identified as a priority location for new employment land provision.</p>	Factual update on the Carterton Masterplan which has now been finalised.
MIN73	Paragraph 9.3.15	<p>Amend text as follows:</p> <p>9.3.15 The County Council's <u>transport</u> aspiration is to improve access to Carterton from the A40 to help unlock economic potential and better <del>need-serve</del> the needs of RAF Brize Norton. The B4477 Brize Norton Road has been identified</p>	Factual update on LTP4 which is no longer in draft form and to reflect the content of LTP4 in relation to west facing slip roads at the Minster Lovell

<sup>11</sup> ~~West Oxfordshire Economic Snapshot and Outlook Report CAG (2015)~~

<sup>12</sup> ~~West Oxfordshire Economic Snapshot and Outlook Report CAG (2015)~~

<sup>13</sup> West Oxfordshire Economic Snapshot and Outlook Report CAG (2015)

		in the County Council's <del>draft</del> Local Transport Plan (LTP4) as the preferred route for upgrading to 'A' road standard together with the <u>promotion provision</u> of west facing slip roads at the A40 junction.	junction.
MIN74	Paragraph 9.3.17	Amend text as follows: 9.3.17 As a relatively small town, walking and cycling are realistic and attractive travel options in Carterton. Of those living and working in the town, 30% travel by foot and 20% by bicycle. Carterton already has a good pedestrian and cycle network which is well used, particularly by RAF personnel, but the links through older parts of the town and out to the countryside are incomplete. The County Council's <del>draft</del> Local Transport Plan (LTP4) seeks to improve and promote this network and identifies a number of potential new routes within the town as well as the provision of a high quality cycle route between Carterton and Witney.	Factual update on LTP4 which is no longer in draft form.
MIN75	Paragraph 9.3.22	Amend text as follows: 9.3.22 Leisure facilities in Carterton include the Carterton Leisure Centre and the Kilkenny Lane Country Park running along the northern edge of the town. The leisure centre was built in 2003 and has a considerable area of land to the rear of the site earmarked for an extension although funding is required. The Country Park was established in 2005 and there is scope to further extend it (as is proposed as part of the committed urban extensions to the east <u>and north-west</u> of the town).	For clarification.
MIN76	Paragraph 9.3.25	Amend text as follows: 9.3.25 The extraction of minerals in the Lower Windrush Valley in the east of the sub-area has significantly altered the landscape with large areas of riverside pasture now used for recreation, tourism and nature conservation through the Lower Windrush Valley Project. There are also mineral resources to the north of Carterton including <u>Burford Quarry (limestone) and Whitehill Quarry (limestone)</u> . <del>an active limestone quarry (Burford Quarry)</del> .	Factual update and clarification.



MIN77	Paragraph 9.3.28	<p>Amend text as follows:</p> <p>9.3.28 Noise from RAF Brize Norton is an important environmental consideration in this area. Carterton and the surrounding villages are adversely affected by aircraft movement. The airbase and level of activity will continue to reflect its major contribution to global activities although <u>the replacement of some older aircraft has led to a reduction in the noise footprint for the base.it is anticipated that the replacement of the existing fleet of older aircraft will lead to a reduction in the noise footprint for the base.</u></p>	Factual update.
MIN78	Paragraph 9.3.35	<p>Amend text as follows:</p> <p>9.3.35 There is an identified need for a new fire station at Carterton (<u>to be provided as part of the 700 unit urban extension east of Carterton</u>) and the Town Council has identified a need for a new cemetery as well as additional open space.</p>	Factual update.
MIN79	Paragraph 9.3.39	<p>Amend and insert additional text as follows:</p> <p>Key Issues – Summary</p> <p>9.3.39 Drawing on the brief profile outlined above we can identify a number of key issues and challenges to be addressed in relation to the Carterton sub-area. These include:</p> <ul style="list-style-type: none"> <li>• A relatively small but well-populated sub-area most of whom live in Carterton, the District’s second largest town.</li> <li>• Housing in Carterton is relatively inexpensive compared to other parts of the District but there is still a high level of affordable housing need.</li> <li>• RAF Brize Norton is a major influence on the town and an integral part of the local economy – there are opportunities to exploit the links with the base (e.g. attraction of aviation related industries to Carterton).</li> <li>• There has been pressure for infill development in recent years.</li> <li>• There may be some long-term potential to redevelop areas of MOD housing subject to service accommodation requirements and viability considerations.</li> <li>• There is currently an imbalance with <u>the Carterton sub-area having the</u></li> </ul>	Factual update and clarification and also to highlight more clearly the importance of heritage assets within the Carterton sub-area.

		<p><u>greatest excess of workers to jobs than any of the five sub-areas</u> <del>more workers than jobs</del> which leads to out-commuting.</p> <ul style="list-style-type: none"> <li>• There is currently limited availability of business land opportunities within the town including a lack of small starter units.</li> <li>• The town centre offer is relatively poor given the size of the town. Food retail is well provided for but there is a lack of quality non-food retailers.</li> <li>• There is also a lack of other related leisure uses including bars, coffee shops and restaurants.</li> <li>• The Town Centre has the physical capacity to accommodate a range of new uses.</li> <li>• Carterton is relatively remote from the primary road network and can currently only be accessed via 'B' roads.</li> <li>• There is reasonable bus provision but no rail services within the sub-area.</li> <li>• As a relatively small town, the scope for walking and cycling in Carterton is good and there are some reasonable links already, however a number of improvements are needed.</li> <li>• This is an environmentally sensitive area including the presence of sand and gravel <u>and limestone</u> resources and flood risk.</li> <li>• There is potential to further enhance leisure and tourism opportunities along the River Thames which runs along the southern boundary of the sub-area.</li> <li>• The Shill Brook Valley is designated as a Conservation Target Area and presents the opportunity for enhancement.</li> <li>• The Country Park is a key local asset and has the potential to be expanded.</li> <li>• Noise from RAF Brize Norton is an important environmental consideration in this area.</li> <li>• There is increasing pressure on primary school capacity.</li> <li>• Secondary school capacity exists at present but there could be a need to expand in the future depending on levels of growth in the town.</li> <li>• <u>There are a number of identified infrastructure needs for Carterton including additional playing fields, allotments, a cemetery and fire station.</u></li> <li>• <u>Conservation and enhancement of the heritage assets within the sub-area.</u></li> </ul>	
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MIN80	Paragraph 9.3.40	<p>Insert additional text as follows:</p> <p>Strategy</p> <p>9.3.40 Having regard to the profile and key issues outlined above, the proposed strategy for the Carterton sub-area is set out below. <u>Regard will also be given to any adopted (made) Neighbourhood Plans in the sub-area.</u></p>	To more clearly recognise the status of neighbourhood development plans.
MIN81	Paragraph 9.3.59	<p>Amend text as follows:</p> <p>9.3.59 Carterton Town Council has expressed a clear desire to increase the supply of business land in Carterton in order to attract inward investment, increase job opportunities and reduce levels of out-commuting. This aim is a key theme of the <u>Carterton Masterplan. emerging masterplan for the town.</u> The Council's own economic evidence confirms that Carterton is in need of additional business land provision to help address the current imbalance of homes and jobs and as such the Local Plan seeks to address this situation.</p>	Factual update.
MIN82	Paragraph 9.3.68	<p>Amend text as follows:</p> <p>9.3.68 The proposed upgrade will be complemented by the <u>provision-promotion</u> of west facing slip roads at the A40/B4477 Minster Lovell junction in order to serve operations at RAF Brize Norton and help support future employment growth at Carterton.</p>	Factual update to reflect the content of the Local Transport Plan (LTP4)
MIN83	Paragraph 9.3.77	<p>Amend text as follows:</p> <p>9.3.77 <del>More recently, the Town Council has commissioned a masterplan for Carterton, the emerging draft of which highlights an aspiration to improve the range and quality of shops in Carterton and provide quality restaurants, pubs and night time activities. One of the key principles of the masterplan is to deliver a vibrant and attractive town centre. The Town Council commissioned a masterplan for Carterton which was completed in 2015. It highlights an aspiration to improve the range and quality of shops in Carterton and provide quality restaurants, pubs and night time activities. One of the key principles of the masterplan is to deliver a vibrant and attractive town centre.</del></p>	To provide a factual update on the Carterton Masterplan and a summary of some of the key principles and objectives.

MIN84	Figure 9.9 – Carterton Town Centre Strategy	Minor formatting changes to show key connections.	To more clearly reflect the content of the Carterton Masterplan.
MIN85	Paragraph 9.3.88	Insert additional text as follows:  9.3.88 Whilst perhaps not as environmentally sensitive as some parts of the District, there are some important environmental considerations in the Carterton sub-area including the extensive mineral consultation area in the south, <u>limestone resources to the north</u> , the Shill Brook Valley Conservation Target Area (CTA) flood risk and noise from RAF Brize Norton.	Factual update.
MIN86	Paragraph 9.3.94	Amend text as follows:  9.3.94 In terms of the historic environment, this sub-area includes a number of heritage assets including ancient woodland, several Conservation Areas, Scheduled Monuments and numerous listed buildings. In accordance with national policy and Policy EH7 all new development will be expected to conserve or enhance the special character and distinctiveness of West Oxfordshire’s historic environment and <del>preserve</del> <u>conserve</u> or enhance the District’s heritage assets and their significance and settings.	For consistency with the NPPF.
MIN87	Paragraph 9.3.96	Insert additional text as follows:  9.3.96 Some of these will be provided directly as part of new developments (e.g. a new primary school <u>and fire station</u> as part of the committed urban extension to the east of Carterton) whilst others will be provided indirectly through developer contributions and other potential sources of funding.	Factual update.

MIN88	Paragraph 9.4.9	<p>Insert additional text as follows:</p> <p>9.4.9 There is very limited land available for new business development in Chipping Norton – an issue highlighted in the <u>District</u> Council’s latest economic evidence<sup>14</sup>. There is a small undeveloped plot of 0.1ha remaining at Cromwell Park, 0.4ha allocated <u>in the 2006 Local Plan</u> but unavailable at the highway depot off the Banbury Road <u>just south of the new Aldi store</u> and 2ha of previously permitted business land on the former Parker Knoll site also unavailable <u>insofar as it is not being promoted by the landowner for employment use</u>. There remains demand for additional business units, including good quality small industrial units and office space.</p>	Factual update and clarification.
MIN89	Paragraph 9.4.18	<p>Amend text as follows:</p> <p>9.4.18 Evidence<sup>15</sup> suggests that the town centre food shopping role is important and helps to support the range of other shops and services as people undertake linked trips to other shops in addition to their food shopping. The town’s convenience goods offer <u>will be has been</u> enhanced through an extension of the existing Co-op and the provision of an <u>new</u>-Aldi <u>supermarket</u> on the Banbury Road. Evidence suggests there is little capacity for further convenience goods floorspace at Chipping Norton in the period to 2029.</p>	Factual update.
MIN90	Paragraph 9.4.21	<p>Insert additional text as follows:</p> <p>9.4.21 This is an area of high limestone plateau (ironstone in the north-east) with several river valleys designated for their biodiversity value (Conservation Target Areas). The western part of this sub-area including most of Chipping Norton itself falls within the Cotswolds Area of Outstanding Natural Beauty (AONB). There are a number of historic parks and gardens including the Great</p>	Factual update.

<sup>14</sup> West Oxfordshire Economic Snapshot and Outlook (2015) - CAG

<sup>15</sup> West Oxfordshire Retail Assessment (2012)

		<p>Tew Estate which comprises parkland of late-16th-century origin <a href="#">and Heythrop Park</a>. A small proportion of the sub-area also falls within the designated Wychwood Project Area which aims to revive the landscape character and mix of habitats found in the area during the middle-ages.</p>	
MIN91	Paragraph 9.4.30	<p>Insert additional text as follows:</p> <p><b>Key Issues – Summary</b></p> <p>9.4.30 Drawing on the brief profile outlined above we can identify a number of key issues and challenges to be addressed in relation to the Chipping Norton sub-area. These include:</p> <ul style="list-style-type: none"> <li>• A relatively large but sparsely populated sub-area with most people living in Chipping Norton, the District’s third largest town.</li> <li>• Chipping Norton has an important heritage as a centre of the wool and tweed industries with an extensive Conservation Area and numerous listed buildings plus a scheduled monument. <a href="#">The conservation and enhancement of the historic environment is therefore an important issue in this area.</a></li> <li>• The area has a strong and vibrant community spirit.</li> <li>• Surrounding villages look to Chipping Norton which acts as a service centre although Chipping Norton itself looks to Banbury for higher order services and facilities.</li> <li>• Provision of new housing in the town has been relatively modest in the past.</li> <li>• Housing in Chipping Norton is relatively inexpensive compared to other parts of the District but there is still a high level of affordable housing need.</li> <li>• Chipping Norton is generally known as a ‘working town’ but the number of people living and working in the town has fallen from 50% to 36% since 2001.</li> <li>• Levels of home working in the area remain high with around 35% working at or mainly from home.</li> <li>• There is very limited business land available to meet future needs.</li> <li>• There is a potential opportunity for the modernisation of older employment land stock on the western side of the town.</li> <li>• HGV movements through the town are a significant issue in terms of amenity</li> </ul>	To highlight the importance of the historic environment.

		<p>and air quality.</p> <ul style="list-style-type: none"> <li>• The town has no direct rail service although there is a rail bus to Kingham.</li> <li>• Bus services are reasonable for a rural market town but there is scope for enhancement.</li> <li>• There are no cycle routes into the town and routes within the town itself are poor.</li> <li>• The town offers good scope for walking given close the proximity of key locations but this is hindered by the topography of the town and poor connections.</li> <li>• Chipping Norton has a strong convenience goods (food) retail offer which supports the comparison goods (non-food) retail within the town through linked trips. There is limited capacity for further food retail floorspace but scope for additional non-food retail floorspace within the town.</li> <li>• The availability of adequate public parking capacity is a key constraint in Chipping Norton.</li> <li>• Chipping Norton as a main service centre offers a good range of services and facilities but a number of infrastructure requirements have been identified including additional primary school capacity, affordable housing, library provision and additional public car parking.</li> <li>• There is some potential for the utilisation of previously developed land within the town but not enough to meet future housing requirements and as such an urban extension will be needed.</li> </ul>	
MIN92	Paragraph 9.4.31	<p>Amend text as follows:</p> <p><b>Strategy</b></p> <p>9.4.31 Having regard to the profile and key issues outlined above, the strategy for the Chipping Norton sub-area is set out below. Regard <del>will also be given to any adopted (made) Neighbourhood Plans in the sub-area. should also be had to the emerging Chipping Norton Neighbourhood Development Plan.</del></p>	To more clearly recognise the status of neighbourhood development plans.
MIN93	Paragraph 9.4.60	<p>Amend text as follows:</p> <p>9.4.60 Public car parking capacity in Chipping Norton <del>will be</del> <u>was</u> further assessed in</p>	Factual update.

		2015 as part of the Council's emerging Parking Strategy. Improvements to the efficiency and availability of public car parking in Chipping Norton will be sought as appropriate.	
MIN94	Paragraph 9.4.67	Amend text as follows:  9.4.67 The historic environment is also a key consideration in this sub-area with several Conservation Areas, scheduled monuments, historic parks and gardens and numerous listed buildings. In accordance with national policy and Policy EH7 all new development will be expected to conserve or enhance the special character and distinctiveness of West Oxfordshire's historic environment and <del>preserve</del> <u>conserve</u> or enhance the District's heritage assets and their significance and settings.	For consistency with the NPPF.
MIN95	Paragraph 9.4.70	Amend text as follows:  9.4.70 The IDP seeks to quantify the infrastructure improvements that will be needed to support the planned level and distribution of growth set out in the Local Plan. This will form the basis upon which future decisions regarding the provision of new or improved infrastructure will be made along with the Council's CIL regulation 123 list once introduced. CIL revenues passed to local communities including the Town Council will be able to be spent on locally identified infrastructure priorities including those identified in the <u>emerging</u> Chipping Norton Neighbourhood Plan.	Factual update.
MIN96	Paragraphs 9.5.16 – 9.5.17	Amend text as follows:  9.5.16 Public transport availability in this area is good with railway stations at Tackley, Combe and <u>Long</u> Hanborough, the latter being one of the District's largest and most well-used stations. <u>Parking</u> <u>Car parking</u> facilities have recently been expanded at <u>Long</u> Hanborough to improve capacity and there are aspirations for further <u>station</u> improvements including <u>additional parking, a footbridge and new platform so that any trains extended from Oxford can terminate and turnaround. To fully realise the potential of the Cotswold line, further redoubling will be required at the eastern and western ends of the line, between Wolvercote Junction and Hanborough, and from west of Evesham</u>	Factual update and clarification.



		<p><del>towards Pershore. This would allow up to three trains per hour to Hanborough and/or Charlbury and two trains per hour between London and Worcester, with a journey time under two hours. lengthening, line redoubling and the provision of better station facilities.</del></p> <p>9.5.17 <del>Eynsham has access to very good bus services, with regular premium services to Oxford, Witney and Carterton. There is a need to improve bus journey times however through Eynsham and approaching the Wolvercote roundabout on the edge of Oxford. Funding of £35m has been made available through the local growth fund and will be used to implement improvements. The County Council has identified the possibility of a park and ride site at Eynsham. Woodstock is served by the S3 premium bus service to Oxford, Charlbury and Chipping Norton. Eynsham has access to very good bus services, with regular premium services to Oxford, Witney and Carterton. There is a need to improve bus journey times however through Eynsham and approaching the Wolvercote roundabout on the edge of Oxford. Funding of £35m has been made available through the local growth fund and will be used to implement improvements including the provision of a new park and ride site to the north of Eynsham, coupled with the provision of an eastbound bus lane between the park and ride and the Duke's Cut canal bridge near Wolvercote. Woodstock is served by the S3 premium bus service to Oxford, Charlbury and Chipping Norton.</del></p>	
MIN97	Paragraph 9.5.35	<p>Insert additional text as follows:</p> <p>9.5.35 Having regard to the profile and key issues outlined above, the strategy for the Eynsham – Woodstock sub-area is set out below. <u>Regard will also be given to any adopted (made) Neighbourhood Plans in the sub-area.</u></p>	To more clearly recognise the status of neighbourhood development plans.
MIN98	Paragraph 9.5.54	<p>Amend text as follows:</p> <p>9.5.54 <del>This sub-area has a number of environmental sensitivities including part of the Oxford Green Belt, the Oxford Meadows SAC nearby, part of the Cotswolds AONB, several areas of ancient woodland and the Lower Windrush Valley Conservation Target Area. This sub-area has a number of environmental sensitivities including part of the Oxford Green Belt, part of the Oxford</del></p>	To clarify that there are areas of ancient woodland within the sub-area and also to clarify the number of conservation target areas.

		<u>Meadows SAC, part of the Cotswolds AONB, several areas of ancient woodland and six Conservation Target Areas.</u>	
MIN99	Paragraph 9.5.57	Amend text as follows: 9.5.57 In accordance with national policy and Policy EH7 all new development will be expected to conserve or enhance the special character and distinctiveness of West Oxfordshire's historic environment and <del>preserve</del> <u>conserve</u> or enhance the District's heritage assets and their significance and settings. Particular regard will be had to the Blenheim Palace World Heritage Site.	For consistency with the NPPF.
MIN100	Paragraph 9.5.60	Footnote added to paragraph 9.5.60 as follows: <a href="http://whc.unesco.org/en/list/425">http://whc.unesco.org/en/list/425</a>	To provide a link to further information on the Blenheim Palace World Heritage Site (WHS).
MIN101	Paragraph 9.5.62	Amend text as follows: 9.5.62 A World Heritage Management Plan has been produced for Blenheim Palace which aims to sustain and conserve the OUVs of the Site, recognising the wide variety of possible benefits achievable through positive management. The Plan is a pioneering document, delivering both the requirements of a World Heritage Site Management Plan and those of a Heritage Management Plan in one integrated approach. Given its importance in helping to sustain and enhance the significance of the World Heritage Site, the involvement of key stakeholders and its on-going monitoring and reviewing, the Management Plan is a material planning consideration when assessing development proposals <u>in accordance with relevant policies of the Local Plan.</u>	For clarification.
MIN102	Paragraph 9.6.10	Amend text as follows: 9.6.10 <del>This sub-area provides around 6,000 jobs, 12.5% of the District total. This sub-area provides around 5,600 jobs, 13.4 % of the District total.</del> The resident workforce is highly skilled with a large proportion in professional occupations or holding managerial positions. The area is characterised by high-levels of home working with around 35% of workers working at or mainly from home.	Factual update to reflect the Council's economic evidence - addendum

		This helps to keep a reasonable job/workforce balance. Compared to the eastern parts of the District, there is less commuting to Oxford and adjoining areas.	
MIN103	Paragraph 9.6.12	<p>Replace paragraph as follows:</p> <p><del>9.6.12 This sub-area is the best served in terms of rail services with the Cotswold line running along the Evenlode Valley and passenger stations at Kingham, Shipton under Wychwood, Ascott under Wychwood, Charlbury and Finstock. Oxfordshire County Council is in the process of developing a rail strategy informed by a rail demand forecasting exercise in 2013. Consultation is expected in 2015. Two of the identified strategic priorities include the completion of the Cotswold line redoubling project (the remaining single-track section between Charlbury and Wolvercote Junction) and enhancing access to local rail stations by supporting appropriate expansion in car parking and the provision of secure and accessible cycle parking.</del></p> <p><u>9.6.12 This sub-area is the best served in terms of rail services with the Cotswold line running along the Evenlode Valley and passenger stations at Kingham, Shipton under Wychwood, Ascott under Wychwood, Charlbury and Finstock. In their Local Transport Plan (LTP4) Oxfordshire County Council identify the Cotswold line as a strategic priority including further capacity and service enhancements. Charlbury is identified as the busiest station on the line with passenger numbers up 30% since 2002. The strategy identifies the potential for further growth with the introduction of an hourly service in December 2018. It identifies a number of specific improvements to Hanborough Station and more general improvements along the rest of the line include further redoubling at the eastern and western ends of the line, ensuring appropriate levels of car parking are available and improving bus and cycle links to encourage multi-modal travel.</u></p>	Factual update and clarification to take account of the rail strategy which forms part of the County Council's Local Transport Plan – Connecting Oxfordshire (LTP4).
MIN104	Paragraph 9.6.28	<p>Amend text as follows:</p> <p><b>Key Issues – Summary</b></p> <p>9.6.28 Drawing on the brief profile outlined above we can identify a number of key issues and challenges to be addressed in relation to the Burford - Charlbury</p>	Factual updates.

		<p>sub-area. These include:</p> <ul style="list-style-type: none"> <li>• This is a geographically large, predominantly rural area, characterised by a network of small and medium towns and villages.</li> <li>• There are two designated service centres including Burford and Charlbury. Burford whilst relatively small in population offers a good range of services and facilities and is a vitally important tourist destination for West Oxfordshire.</li> <li>• The area is highly environmentally sensitive with most of it falling within the AONB and including a number of other designations such as the large area of ancient woodland to the south west of Charlbury.</li> <li>• The area is also historically important with several historic parks and gardens and many settlements covered by conservation areas and characterised by a number of listed buildings.</li> <li>• There has been relatively little past housing delivery compared to other parts of the District, reflecting the environmentally sensitive nature of the area and poor connectivity of some parts.</li> <li>• There are very limited opportunities for significant housing development in this area.</li> <li>• This is an important area in terms of employment with a large proportion of people employed in professional and managerial positions and accommodating <del>almost 15%</del> <u>12.5%</u> of the District's job opportunities.</li> <li>• The focus tends to be small industrial estates and offices, many in converted buildings and within or on the edge of the towns and larger villages.</li> <li>• The area is characterised by high levels of home working and less commuting towards Oxford compared to the eastern parts of the District.</li> <li>• The area includes a number of key road links including the A40, A361 and A424. A particular issue is the movement of HGVs through the historic centre of Burford which causes a number of problems including noise and vibration.</li> <li>• Rail services are good with a number of settlements located along the Cotswold line although a number of enhancements are <del>needed-identified</del> including redoubling between <u>Charlbury-Hanborough</u> and Wolvercote as well as improving access to stations and the availability of facilities including</li> </ul>	
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		<p>adequate <u>car</u> parking capacity.</p> <ul style="list-style-type: none"> <li>• Bus services are variable with better provision at Charlbury compared to Burford.</li> <li>• There are good opportunities for active travel with a network of rural footpaths and bridleways including the Oxfordshire Way.</li> <li>• In terms of retail and leisure a number of the settlements in this area have facilities to meet the needs of local residents. Burford has a particularly strong retail offer geared towards tourists as well as local residents. Evidence suggests there is a need to resist the loss of shops in Burford and also address the issue of parking capacity in order to sustain the vitality and viability of the town.</li> <li>• Pressure on primary school capacity is an important consideration for this area.</li> </ul>	
MIN105	Paragraph 9.6.29	<p>Insert additional text as follows:</p> <p>9.6.29 Having regard to the profile and key issues outlined above, the strategy for the Burford - Charlbury sub-area is set out below. <u>Regard will also be given to any adopted (made) Neighbourhood Plans in the sub-area.</u></p>	To acknowledge the statutory role of neighbourhood plans.
MIN106	Paragraph 9.6.35	<p>Amend text as follows:</p> <p>9.6.35 This is an important area in terms of employment, catering for <del>almost 15%</del> <u>12.5%</u> of the District's job opportunities. There are however few large employment sites and the emphasis is on relatively small-scale industrial estates and offices, many in converted buildings and within or on the edge of the towns and larger villages.</p>	Factual update to reflect the Council's economic evidence – addendum.
MIN107	Paragraph 9.6.42	<p>Amend text as follows:</p> <p>9.6.42 <del>In terms of rail, we will work in partnership with the County Council and other partners including Network rail and train operators to develop the Oxfordshire Rail Strategy. This will help to identify necessary improvements to the stations along the Cotswold line that fall within this sub-area. A particular focus will be on ensuring adequate parking capacity is available and that connections to</del></p>	Factual update and clarification.

		<del>stations and the facilities available are improved wherever possible. In terms of rail, we will work in partnership with the County Council and other partners including Network rail and train operators to implement the aims and objectives of the rail strategy embedded in LTP4. A particular focus will be on ensuring adequate parking capacity is available and that connections to stations and the facilities available are improved wherever possible.</del>	
MIN108	Paragraph 9.6.51	Amend text as follows:  9.6.51 This is an important area in terms of heritage and in accordance with national policy and Policy EH7 all new development will be expected to conserve or enhance the special character and distinctiveness of West Oxfordshire's historic environment and <del>preserve</del> <u>conserve</u> or enhance the District's heritage assets and their significance and settings.	For consistency with the NPPF.
<b>Appendices</b>			
<b>Modification Number</b>	<b>Paragraph / Policy</b>	<b>Proposed modification</b>	<b>Reason</b>
MIN109	Appendix 3 - Local Plan Delivery and Monitoring Framework	<b>Policy OS4 - High Quality Design</b> <b>Timescale &amp; Comment</b> To be applied on an ongoing basis and subject to annual monitoring review. Local conservation and design guidance to be kept up to date <del>The West Oxfordshire Design Guide will be updated in 2015.</del>	Factual update.
MIN110	Appendix 3 - Local Plan Delivery and Monitoring Framework	<b>Policy OS5 - Supporting Infrastructure</b> <b>Timescale &amp; Comment</b> CIL to be introduced in <del>early 2016</del> <u>2017</u> Policy to be applied on an ongoing basis and subject to annual monitoring review.	Factual update.

MINI11	Appendix 3 - Local Plan Delivery and Monitoring Framework	<p><b>Policy T3 – Public Transport, Walking and Cycling</b></p> <p><b>Delivery mechanism/s</b></p> <ul style="list-style-type: none"> <li>- Development management</li> <li>- Strategic allocations</li> <li>- <del>LTP3 / LTP4 – ‘Connecting Oxfordshire’</del></li> <li>- <del>Oxfordshire County Council Rail Strategy</del></li> <li>- <del>Oxfordshire County Council Bus Strategy</del></li> <li>- Partnership working</li> <li>- Infrastructure Delivery Plan (IDP)</li> </ul> <p><b>Delivery Partners</b></p> <ul style="list-style-type: none"> <li>- WODC (lead)</li> <li>- Oxfordshire LEP</li> <li>- Oxfordshire County Council</li> <li>- <del>Oxfordshire Rural Community Council Community First Oxfordshire</del></li> </ul>	Factual update.
MINI12	Appendix 3 - Local Plan Delivery and Monitoring Framework	<p><b>Policy T4 – Parking Provision</b></p> <p><b>Delivery mechanism/s</b></p> <ul style="list-style-type: none"> <li>- Development Management</li> <li>- Oxfordshire County Council Parking Standards</li> <li>- <del>LTP3 / LTP4 – ‘Connecting Oxfordshire’</del></li> <li>- Neighbourhood Plans</li> <li>- WODC Car Parking Strategy</li> </ul>	Factual update.