

SCHEDULE OF ADDITIONAL MODIFICATIONS – SEPTEMBER 2018

Section 1 - INTRODUCTION		
Reference number	Paragraph/Policy	Additional modification
AM1	Paragraph 1.2	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.
AM2	Paragraphs 1.6 - 1.8	<p>1.6 In this regard Local Plans help to provide certainty for local communities, service providers and those looking to invest or move into an area. <u>Local Plans also provide an overarching framework for Neighbourhood Plans which can be prepared by local communities to guide development at the local level. Once made (adopted) neighbourhood plans form part of the statutory planning framework alongside Local Plans. This Local Plan also provides a context for the preparation of an Area Action Plan (AAP) for the planned ‘Oxfordshire Cotswolds Garden Village’ north of Eynsham to address Oxford City’s unmet housing needs.</u></p> <p>1.7 This Local Plan covers the 20-year period 1st April 2011 – 31st March 2031. It will however be reviewed on a regular basis to ensure it remains relevant and appropriate <u>typically every 5 years or so, unless circumstances dictate that this needs to happen sooner – see reviewing the Local Plan below. In particular an early, focused review of the plan is likely to be needed to take account of unmet housing need arising from Oxford City.</u></p> <p>1.8 Partnership working through the Oxfordshire Growth Board is currently underway to determine the extent of this unmet need and how it should be addressed across the County. If through this process, an element of additional housing is apportioned to West Oxfordshire District, there will be a need to</p>

		undertake an early, focused review of this Local Plan.
AM3	Paragraph 1.9	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, English Heritage Historic England and the Environment Agency.
AM4	Paragraph 1.11	1.11 Other key influences include: <ul style="list-style-type: none"> ▪ National Planning Policy Framework (NPPF) ▪ National Planning Practice Guidance (PPG) ▪ Oxfordshire and West Oxfordshire Sustainable Community Strategies ▪ District Council Strategies such as Housing and Tourism ▪ Adopted and emerging Local Plans in neighbouring local authorities ▪ Oxfordshire Minerals and Waste Local Plan ▪ Cotswolds AONB Management Plan and planning guidance ▪ Local Plan consultation responses ▪ Information, including site suggestions for development, provided by parish councils, landowners, developers and their agents ▪ Oxfordshire Joint Strategic Needs Assessment (JSNA) ▪ Oxfordshire Strategic Housing Market Assessment ▪ Connecting Oxfordshire: Local Transport Plan 2015 - 2031 ▪ Oxfordshire Growth Board apportionment of Oxford City's unmet housing needs ▪ Evidence Other evidence base studies on issues such as housing and economic needs, development viability, transport and flood risk¹

¹ See www.westoxon.gov.uk/ldfevidence

Reference number	Paragraph/Policy	Additional modification
AM5	Paragraph 1.15	<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, and landowners <u>and developers</u>.</p>
AM6	Paragraphs 1.18 – 1.20	<p><u>1.18 This Local Plan includes a specific commitment to an early review of the plan in the event that, post-adoption of the plan, there is consistent under-delivery of new homes against the required supply (see Policy H2).</u></p> <p>1.18<u>19 As outlined above, there is likely to be a need to undertake an early review of this Local Plan in order to address the issue of unmet housing need arising from Oxford City. In addition to this Local Plan the Council will prepare an Area Action Plan (AAP) for the planned 'Oxfordshire Cotswolds Garden Village' north of Eynsham to address the issue of unmet housing need arising from Oxford City.</u></p> <p><u>1.20 The Council will also continue to work jointly with the other Oxfordshire local authorities on matters of cross-boundary importance such as an updated assessment of housing need and will take that work into account in any decision to review the Local Plan.</u></p>

Section 2 – West Oxfordshire in 2016		
Reference number	Paragraph/Policy	Additional modification
AM7	Section Title – ‘West Oxfordshire in 2015’	WEST OXFORDSHIRE IN 2015 2016
AM8	Paragraph 2.5 and 2.5a	<p>2.5 Supporting <u>Currently supporting</u> the three main towns are six rural service centres including Bampton (population 2,500) Burford (1,300) Charlbury (3,000) Eynsham (5,000) Long Hanborough (2,400) and Woodstock (3,000)². These service centres generally offer a good range of services and facilities. Long Hanborough and Charlbury benefit from railway stations serving the Cotswold rail line.</p> <p><u>2.5a A new rural service centre is proposed to be created through this Local Plan in the form of a new Garden Village on land to the north of the A40 near Eynsham and close to Hanborough Station on the Cotswold line. This could exceed a population of 4,000 by 2031 and will need to develop a critical mass of services and facilities.</u></p>
AM9	Paragraph 2.9	<p>2.9 In terms of housing, West Oxfordshire falls within the Oxfordshire Housing Market Area (HMA) which is largely contiguous with the County boundary. <u>Importantly, this Local Plan seeks not only to meet the identified housing needs of West Oxfordshire District but also to make additional provision to accommodate a proportion of ‘unmet’ housing need that Oxford City are unable to provide for within their own administrative boundary.</u></p>
AM10	Paragraph 2.11	<p>2.11 The population is reasonably well-balanced in terms of different age groups. There is a similar proportion <u>(19%)</u> of young people (aged 0 – 15) compared to the national and regional averages although the proportion of older people (aged 65 or over) is <u>slightly</u> higher than average, a trend which is <u>These proportions are</u> forecast to continue <u>remain broadly the same.</u></p>

² 2011 Census

Reference number	Paragraph/Policy	Additional modification
AM11	Paragraph 2.12	2.12 Almost 62% of the population are of working age (16 – 64) slightly below the regional average of 62.7% <u>and the national average of 63%.</u>
AM12	Paragraph 2.14	2.14 According to the 2011 Census there were around 43,200 households in West Oxfordshire, an increase of 5,200 <u>4,800</u> since 2001. Most of this growth has taken place at Witney and Carterton through major new housing developments including Madley Park and Shilton Park.
AM13	Paragraph 2.18	2.18 <u>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 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.</u>
AM14	Paragraph 2.19	2.19 <u>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.</u>

Reference number	Paragraph/Policy	Additional modification
AM15	Paragraph 2.20	2.20 West Oxfordshire has a strong and resilient local economy. Economic activity rates are high at 84.5 <u>86.2</u> %, well above the South East average of 79.9%. Unemployment rates are low with the modelled unemployment rate being 3.4 <u>2.6</u> % compared to the South East average of 5.0 <u>4.1</u> % and are half the national average of 6.8 <u>5.1</u> %. In terms of qualifications, the West Oxfordshire workforce is above the South-East <u>national</u> average at all levels.
AM16	Paragraph 2.22	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 just over 5% in the period 2009-13 <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 national <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>
AM17	Paragraph 2.24	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)³, with total local business turnover from tourist activity estimated at over £255m in 2010, a marginal rise of 2.6% over 2009.</u>
AM18	Paragraph 2.26	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 87 <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 (21%) compared to the size of its workforce.</u>

³ Economic Impact of Tourism on Oxfordshire 2014", published August 2015

Reference number	Paragraph/Policy	Additional modification
AM19	Paragraph 2.30	2.30 Public transport provision in West Oxfordshire is average variable in terms of coverage and frequency . There are two main rail lines, the Cherwell Valley Line and the Cotswold line Line. 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.
AM20	Paragraph 2.31	2.31 The Cotswold line Line 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>
AM21	Paragraph 2.32	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. but many require ongoing public subsidy. <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>
AM22	Paragraph 2.33	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>
AM23	Paragraph 2.37	2.37 Generally speaking, the health of people in West Oxfordshire is better than the England average with life expectancy is around <u>two years one year</u> longer, for both men <u>(1.5yr)</u> and women <u>(0.8yr)</u> . However, there is still room for improvement in some areas including obesity.

Reference number	Paragraph/Policy	Additional modification
AM24	Paragraph 2.39	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.
AM25	Paragraph 2.40	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.
AM26	Paragraph 2.42	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.
AM27	Paragraph 2.43	2.43 Importantly, throughout much of the District primary schools are either already under pressure or are forecast to fill as pupil numbers increase. There is more flexibility at secondary level although the proposed level of growth at Witney <u>is likely to will</u> necessitate <u>the</u> provision of a new secondary facility within the town <u>with various potential options currently being explored. There will also need to be an expansion of secondary capacity in the Eynsham area to support the proposed Garden Village and other growth in the area.</u>

Reference number	Paragraph/Policy	Additional modification
AM28	Paragraph 2.45	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.
AM29	Paragraph 2.47	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> .
AM30	Paragraph 2.49	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 a rich archaeological and architectural heritage including 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.
AM31	Paragraph 2.50 – Strengths	<ul style="list-style-type: none"> • Central, accessible location • High quality environment – landscape, built heritage and biodiversity • Strong sense of place • Generally good place to live with a high quality of life • Strong and articulate community groups • Generally vibrant town centres, particularly Witney • Strong and diverse local economy including many small businesses, specialisms in high-tech manufacturing

		<p>and engineering plus RAF Brize Norton</p> <ul style="list-style-type: none"> • Relatively skilled workforce with no major skills gaps although perhaps lacking in some technical skills • High rates of economic activity and low unemployment • No significant areas of dereliction • Oxfordshire Cotswolds - important tourism sector with nationally important attractions • Blenheim World Heritage site • Good variety of formal and informal leisure opportunities • High levels of owner-occupation • Reasonable level of self-containment (about 65%) • Two railway lines <u>and inter-urban bus routes</u> • Reasonably well-balanced population in terms of different age groups • A generally healthy population • Extensive sand and gravel resources provide a local source of construction aggregate to support future growth • High rates of home working
AM32	Paragraph 2.50 – Weaknesses	<ul style="list-style-type: none"> • Out-commuting and reliance on the private car and rural road network • Severe traffic congestion in Witney and on Oxford approach roads, particularly A40 east of Witney • Air quality problems within Witney and Chipping Norton • Limited public transport, particularly in more rural areas • Districts three main towns are not directly served by rail • <u>Lack of direct access from the primary road network to Carterton</u> • <u>Imbalance between jobs and homes in Carterton with a consequent high level of commuting</u> • Limited opportunities for safe travel by foot or cycle outside main towns <u>such as where routes are adjacent to roads</u>

		<ul style="list-style-type: none"> • Disturbance from activity at RAF Brize Norton • House prices higher than the national average and very high in some areas • A predominance of larger properties exacerbates problems of housing affordability • Some rural areas have poor access to services and facilities plus trend for loss/closure of rural services • Limited access to high speed broadband • Small pockets of rural poverty with lower wages for workers in West Oxon compared to those travelling to work elsewhere • Generally limited or no spare capacity in existing primary schools • Many areas and communities affected by flooding, particular in the south of the District • Only just above average rates of educational attainment • Very few large multi-national companies • Some older employment areas in need of investment/redevelopment
AM33	Paragraph 2.50 – Opportunities	<ul style="list-style-type: none"> • Address traffic congestion on the A40 between Witney and Oxford • Raising design standards across the District • New development to help secure increased affordable housing provision as well as new <u>and improved</u> supporting infrastructure, including green infrastructure • To attract additional inward investment and achieve a more self-contained local economy • Further investment at RAF Brize Norton • <u>Regenerating areas of MOD housing in Carterton</u> • Capitalising on and contributing to the Oxfordshire high tech and knowledge economy <u>including the provision of a new ‘science park’ north of the A40 near Eynsham</u>

		<ul style="list-style-type: none"> • Improvements in internet and mobile phone technology • New sustainable construction methods and renewable energy schemes • Investment in town centres • Biodiversity Conservation Target Areas • Biomass and woodland management • Sustainable drainage schemes to reduce flood risk • Further enhance and expand habitats and networks • Provision of new green infrastructure through after-use of mineral working • <u>Improvements in public transport, walking and cycling facilities to help reduce the use of the private car</u> • Provision of primary road connection between Carterton/RAF Brize Norton and the A40 • Provision of major road infrastructure improvements to facilitate future growth • Improvements in public transport, walking and cycling facilities to help reduce the use of the private car • Further develop the District's tourism offer • Further develop the role of the Thames for leisure and recreation • To further increase levels of home working to reduce the need to travel • To increase opportunities for those wishing to self-build their own home • <u>Increased access to, understanding and enhancement of the historic environment</u>
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Reference number	Paragraph/Policy	Additional modification
AM34	Paragraph 2.50 – Challenges	<ul style="list-style-type: none"> • Housing affordability • The delivery of historically high, for West Oxfordshire, housing targets given the local track record of the development industry • A relatively ‘tight’ labour market (i.e. employers must compete for employees) • An ageing population • Meeting the needs of local communities with access to services and facilities whilst maintaining West Oxfordshire’s high environmental quality • Provision of a mix of different housing types to meet the needs of different groups including young people, families, older people and those wishing to self-build • Reduction in our higher than average carbon footprint • Reducing dependence upon travel by private car including long distance travel to nearby-main urban centres and including London • Pressures from economic growth centres close to West Oxfordshire including the Oxfordshire ‘knowledge spine’ • Helping meet Oxford City’s unmet housing needs • Climate change – extreme weather events • Flood risk • Water scarcity • Use of Greenfield land to meet development needs • Satisfactorily accommodating and benefitting from the expansion of RAF Brize Norton

	<ul style="list-style-type: none">• Modernisation of older employment stock• Supporting the agricultural sector and diversification of the rural economy• Mitigating the impacts of sand and gravel extraction• Roll out of superfast broadband in rural areas• Increasing physical activity• Improving rates of educational achievement• Managing the impact of continued sand and gravel working• <u>A number of designated heritage assets considered to be at risk</u>
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Section 3 – West Oxfordshire in 2031 – Our Vision		
Reference number	Paragraph/Policy	Additional modification
AM35	Paragraph 3.2 – ‘Our Vision’	<p>Our Vision</p> <p>Our vision for the future...</p> <p>...is to meet the needs of West Oxfordshire’s communities, <u>and play a role in helping to meet wider needs,</u> without significant change to the intrinsic character of the District. We want this area to continue to be one of the best places in which to live, work, play and visit.</p> <p>There will be a network of safe, inclusive, vibrant, well-connected and prosperous market towns and villages within a healthy, attractive, <u>historically</u> and biodiversity rich environment where new development achieves a high standard of design and respects and complements the distinctive character of the area whilst managing the impacts of climate change.</p> <p>Improved opportunities for walking, cycling and the use of public transport will have helped to reduce reliance on the private car and traffic congestion on key routes including the A40 will have been addressed as far as reasonable, thereby helping to improve journey times and air quality.</p> <p>The District’s economy will have grown and diversified, adding value and capitalising on the proximity to the Oxfordshire ‘knowledge spine’ and the presence of RAF Brize Norton. An improved balance of housing and jobs and increased levels of home working, facilitated by improved broadband provision, will have helped to reduce out-commuting and increase <u>the self-containment of our communities.</u></p> <p>The housing needs of current and future residents will have been met through the provision of a range of high quality housing developments in accessible, sustainable locations including affordable housing. The provision of a broad range of house types will have met the needs of a range of different age groups including families and those wishing to self-build. A better balance of house types will have helped to rebalance the current predominance of larger properties and improve affordability.</p>

	<p>Rates of educational attainment will have improved and rates of physical activity will have increased through improved leisure and recreation provision, leading to a reduction in rates of obesity.</p> <p>All new development will have been supported by appropriate investment in new and enhanced infrastructure, delivered in a timely fashion.</p> <p>Witney will provide an enhanced range of services and facilities with improved transport infrastructure, whilst maintaining its character and vibrancy as a market town <u>and protecting its landscape setting</u>. The town will offer a choice of well-designed housing which meets lifetime needs and benefits from a network of green spaces linking with the surrounding countryside. There will be a diverse range of local employment opportunities to foster sustainable economic growth, innovation and enterprise and reduce the necessity for commuting to nearby towns and cities. The town centre will be vibrant, attractive, convenient and safe for all users with a wide range of retail and leisure activities on offer and will be well served by parking facilities, frequent bus services and opportunities for walking and cycling.</p> <p>Carterton will strengthen its role as a service centre meeting the daily needs of its residents and work force, including personnel at the country's premier military transport airbase, RAF Brize Norton. A choice of well-designed housing which meets lifetime needs will be provided and benefit from a network of green spaces linking with the surrounding countryside and continuing to provide a green buffer between Carterton and nearby villages. Much of the older MOD housing will be replaced with new urban development which will complement Carterton's enhanced role. The range of services and facilities in the town centre will expand and improve, alongside further improvements in the quality of the built environment and connectivity with the rest of the town. The provision of additional local employment opportunities and improved access by road to the A40 will promote greater levels of inward investment and enterprise.</p> <p>Chipping Norton will strengthen its role as a centre of enterprise in the northern part of the District. It will continue to be an economically and socially strong market town serving the needs of a large rural area. Its distinctive historic character and fine setting will be conserved and enhanced at the same time as accommodating new development to meet identified needs.</p> <p><u>A new 'Garden Village' will be created to the north of the A40 near Eynsham comprising an exemplar</u></p>
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		<p><u>development of the highest environmental and design standards based around a mix of compatible uses including housing, employment, transport, new schools and other community and leisure uses. The new village will be self-contained seeking to complement and enhance the current role of nearby Eynsham.</u></p> <p>Elsewhere, the distinctive qualities of the District’s other towns and villages will be protected and, where possible, enhanced. The larger towns and villages will accommodate growth of an appropriate scale and type to help ensure their future prosperity and that of the rural areas around them <u>without compromising their intrinsic character, appearance and setting</u>. New affordable housing for local families and development specifically to meet the needs of older people will be delivered to help maintain the vibrancy of rural communities.</p>
AM36	Paragraph 3.4	<p>3.4 West Oxfordshire is a predominantly rural district with its population dispersed to a number of market towns, villages and hamlets varying in size. It is vital that the District’s distinctive rural characteristics are maintained while meeting the needs of local communities. To achieve this it is important to recognise the need for, and benefits of, new development but to ensure that what comes forward is of an appropriate scale and type, commensurate with the <u>capacity</u>, role and function of the settlement where it is proposed.</p>
AM37	Core Objectives 1, 4, 5, 7 and 8	<p>CO1 - <u>Provide-Enable</u> new development, services and facilities of an appropriate scale and type in locations which will help improve the quality of life of local communities and where the need to travel, particularly by car, can be minimised.</p> <p>CO4 - Locate new residential development where it will best help to meet local housing needs and reduce the need to travel.</p> <p>CO5 - <u>Ensure-Plan for</u> the timely delivery of new housing to meet forecast needs and support sustainable economic growth.</p> <p>CO7 - To <u>deliver-support</u> sustainable economic growth which adds value to the local economy, improves the balance between housing and local jobs, provides a diversity of local employment opportunities, capitalises on economic growth in adjoining areas, improves local skills and work readiness, removes potential barriers to investment and provides flexibility to adapt to changing economic needs.</p>

		CO8 - To achieve <u>enable</u> a prosperous and sustainable tourism economy.
AM38	Core Objectives 12, 13, 14, 15 and 16	<p>CO12 - Maintain<u>Look to maintain</u> or improve where possible the health and wellbeing of the District's residents through increased choice and quality of shopping, leisure, recreation, arts, cultural and community facilities.</p> <p>CO13 - Improve<u>Plan for enhanced</u> access to services and facilities without unacceptably impacting upon the character and resources of West Oxfordshire.</p> <p>CO14 – Conserve and enhance the high environmental quality of West Oxfordshire with protection and promotion of its diverse landscape, biodiversity and geological conservation interests, and its local cultural, heritage and environmental assets.</p> <p><u>CO14 - Conserve and enhance the character and significance of West Oxfordshire's high quality natural, historic and cultural environment – including its geodiversity, landscape, biodiversity, heritage and arts – recognising and promoting their wider contribution to people's quality of life and social and economic well-being both within the District and beyond.</u></p> <p>CO15 - Reduce<u>Contribute to reducing</u> the causes and adverse impacts of climate change, especially flood risk.</p> <p>CO16 - <u>Enable</u> Achieve improvements in water and air quality.</p>

Section 4 – Overall Strategy		
Reference number	Paragraph/Policy	Additional modification
AM39	Paragraph 4.2	<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>Presumption in Favour of Sustainable Development – 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>Locating Development in the Right Places - 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>Prudent use of natural resources – 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>High quality design - 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>Supporting infrastructure – appropriate and timely provision must be made for the facilities and services that are needed to support future growth including schools, <u>public transport</u>, roads, GP surgeries, libraries and open space. Without appropriate investment, existing services will come under pressure and may be unable to cope.</p>

Reference number	Paragraph/Policy	Additional modification
AM40	Paragraph 4.7	<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"> • 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; • 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; • Reducing current levels of out-commuting and increasing ‘self-containment’; • Reducing the current risk of flooding where possible and ensuring that new development does not increase that risk; • Achieving mixed-use developments that create vibrant, active places and reduce the need to travel; • Maximising the use of previously developed land provided it is not of high environmental value; • 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’; • Identifying and meeting current and future housing needs for a variety of different groups including those in need of affordable housing; • Tackling traffic congestion in key locations like Witney and on key routes including the A40 and A44; • Improving air quality in known problem areas including Witney and Chipping Norton; • 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;

		<ul style="list-style-type: none"> • Improving connectivity between the District’s settlements; • Conserving the landscape and scenic beauty of the Cotswolds Area of Outstanding Natural Beauty (AONB); • Protecting the Green Belt; • Effectively managing and mitigating the impact of mineral working within the District and capitalising on after-use opportunities; • 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; • 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; • Achieving high quality design in all new development; • Improving the health of local communities including tackling obesity; • Improved telecommunications including superfast broadband throughout the District, with a particular focus on harder to reach rural areas; • Protection and enhancement of the District’s rich <u>heritage-historic</u> and natural environment; and • 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.
AM41	Paragraph 4.8	<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) Neighbourhood Plans that are in place.</u></p>

Reference number	Paragraph/Policy	Additional modification
AM42	Paragraphs 4.26 – 4.31	<p data-bbox="674 276 1973 624">4.26 <u>A wide range of standards have evolved to address Central Government’s commitment to EU climate change targets, the country’s low carbon future and the prudent use of natural resources – for example, the Code for Sustainable Homes, Building for Life and BREEAM requirements(Building Research Establishment Environmental Assessment Method). These standards have driven up the overall level of sustainable construction. Central Government has adopted a zero carbon homes strategy, as part of its move to a low carbon future with the intention of implementing zero carbon homes from 2016⁴. Since 2006, the Code for Sustainable Homes (a nationally described standard for environmental performance) has been promoted and, along with other good practice standards, such as Buildings for Life and BREEAM requirements (Building Research Establishment Environmental Assessment Method), has driven up overall standards of sustainable construction.</u></p> <p data-bbox="674 667 1973 948">4.27 <u>As part of the Government’s aim to cut bureaucracy and costs, technical housing standards have been rationalised. Mandatory Building Regulations (which are separate to Planning) are now used to set sustainable construction standards, with optional building regulations for access and water efficiency and new nationally described space standards, the imposition of which will be sought through Local Plans where necessary and viable. As a result of the Government’s review of Housing Standards, it is the intention that Building Regulations (which are separate to Planning) will be increasingly used to set sustainable construction standards, with the Code for Sustainable Homes being wound down accordingly.</u></p> <p data-bbox="674 991 1973 1235">4.27a <u>West Oxfordshire falls within an area of demonstrable ‘water stress’ and planned growth and other pressures are forecast to lead to a supply demand deficit in the next ten years. The West Oxfordshire Water Cycle Study: Phase 1 Scoping (2016), in assessing the impact of the Local Plan upon the water environment and water infrastructure provision, concludes there is strong justification for West Oxfordshire to have a water efficiency policy in line with the Building Regulations optional requirement of 110l/h/d. This will support Thames Water’s resource management planning and help to achieve more sustainable water usage.</u></p>

⁴The definition of a zero carbon home is one where there are zero net emissions from all energy used over one year.

		<p>4.28 In terms of energy efficiency, in July 2015 the Government decided not to proceed with the planned strengthening of energy performance requirements through building regulations. There is still a commitment to a transition to a low carbon economy and energy efficiency standards are to be kept under review. Some elements of building regulations are proposed to be mandatory, such as energy efficiency standards that are planned for 2016, whereas others such as water efficiency standards, are to be optional, their imposition being sought through Local Plans where necessary and viable.</p> <p>4.29 In the interim, as a general principle and a fundamental element of the overall presumption in favour of sustainable development that underpins this Local Plan, the Council will expect all development proposals to show consideration of the prudent and efficient use and management of natural resources. This is reflected in Policy OS3. As part of the strengthening of energy performance requirements through building regulations (with planned implementation of zero carbon homes from 2016), the Government intends to introduce a national framework for ‘allowable solutions’. This is because it will not always be technically feasible or cost effective to meet the zero carbon homes standard through measures on-site and in such cases, house builders will be allowed to meet the remainder of the zero carbon target by supporting off-site abatement measures termed ‘allowable solutions’.</p> <p>4.30 Because the details of the changes to building regulations and the operation of the system of ‘allowable solutions’ are not yet known, further work will be needed in the future including the extent to which it would be reasonable and appropriate to implement the optional building regulations requirements in West Oxfordshire (e.g. water efficiency). This work will take place and inform more detailed policies that will be included in the early review of this Local Plan.</p> <p>4.31 In the interim, as a general principle and a fundamental element of the overall presumption in favour of sustainable development that underpins this Local Plan, the Council will expect all development proposals to show consideration of the prudent and efficient use and management of natural resources. This is reflected in Policy OS3 below.</p>
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Reference number	Paragraph/Policy	Additional modification
AM43	Paragraph 4.32	<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>
AM44	Paragraph 4.34	<p>4.34 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: 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. <u>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"> ▪ 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; ▪ describes strategies for how <u>different scales of</u> new development can best respond to these contexts; and ▪ provide detailed guidance on a range of design issues relevant to existing and future development.

Reference number	Paragraph/Policy	Additional modification
AM45	Paragraph 4.35	4.35 The Design Guide is currently in the process of being updated and will be finalised in 2015. We will 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, <u>historic landscape appraisals</u> , Conservation Area Appraisals and Cotswolds AONB guidance documents which are key tools for interpreting local distinctiveness and informing high design quality.
AM46	Paragraph 4.40	4.40 More general infrastructure 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.
AM47	Paragraph 4.43	4.43 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. <u>The Council is aiming to adopt its CIL charging schedule in 2019.</u>
AM48	Paragraph 4.44	4.44 Ensuring that new development is coupled with appropriate and timely investment in supporting infrastructure is a key element of sustainable development and has been raised as a key issue consistently throughout consultation on this Local Plan. The Council will therefore ensure that all new development, where necessary and viable, delivers or contributes towards the delivery of <u>appropriate essential</u> supporting infrastructure. <u>On larger development sites, phasing of development will generally be required and later phases may be contingent on essential infrastructure being in place. Infrastructure will be secured directly as part of the development, -either</u> through Section 106 and/or CIL <u>or other mechanisms such as the LTP.</u> This is reflected in Policy OS5.

Section 5 – Providing New Homes		
Reference number	Paragraph/Policy	Additional modification
AM49	Paragraph 5.1	5.1 The provision of new housing is a critically important issue for West Oxfordshire and has been a key, recurring theme throughout consultation on the Local Plan to date. New housing is vital to economic growth and as an attractive and well-located place, people want to live in West Oxfordshire. <u>However, growth needs to be effectively managed in order to prevent significant change to the intrinsic character of the District.</u>
AM50	Paragraph 5.8 – 5.17	<p>5.8 The most up to date assessment of housing need in Oxfordshire is set out in the Oxfordshire Strategic Housing Market Assessment (SHMA) which was published in April 2014. Across Oxfordshire as a whole, the amount of new homes recommended in the SHMA over a 20-year period is almost twice that which was envisaged under the previous regional plan. The reason for this is that the SHMA provides an ‘unconstrained’ objective assessment of housing need (OAN) whereas the regional plan provided a ‘constrained’ assessment of need that took account of relevant constraints including those relating to infrastructure and the environment. <u>The most up to date assessment of housing need in Oxfordshire is set out in the Oxfordshire Strategic Housing Market Assessment (SHMA) which was published in April 2014. In relation to West Oxfordshire, the SHMA identifies the need for between 635 – 685 homes per year in the period 2011 – 2031. The mid-point figure is 660 homes per year and this is defined as the ‘objectively assessed need’ or OAN.</u></p> <p>5.9 National policy⁵ states that in order to significantly boost the supply of housing, local planning authorities should use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in the framework. In this regard, the Council is committed to meeting its objectively assessed need (OAN) in full through this Local Plan. However, the Council has concerns regarding a number of aspects of the SHMA and considers that the OAN figure for West Oxfordshire set out in the SHMA (660 homes per annum) is too high and should be adjusted downwards.</p>

⁵ Paragraph 47 National Planning Policy Framework

		<p>5.10 — In particular, the Council considers that the demographic projections and to a lesser extent the employment projections used in the SHMA have been ‘inflated’ by an abnormally high period of house building in the District which caused a ‘spike’ in migration which has been carried forward into future projections.</p> <p>5.11 — The inflationary effect of past housing delivery on West Oxfordshire’s household projections is acknowledged in the SHMA, and whilst no adjustment has been made, the SHMA suggests that <i>‘there is potentially a good basis for doing so.’</i>⁶ The possibility of a downward adjustment is highlighted in national policy⁷ which states that:</p> <p><i>‘If a Council has robust evidence that past high delivery rates that inform the (household) projections are no longer realistic — for example they relied on a particular set of circumstances that could not be expected to occur again — they can adjust their projections down accordingly.’</i></p> <p>5.12 Since the SHMA was published, the Council has commissioned two separate reports to further consider this issue. The first report⁸ models the impact of longer term migration trends and concludes that around 484 homes per year are needed in West Oxfordshire. It also models the 2012-based population projections published since the SHMA was completed and concludes that between 459 and 551 homes per year are needed, the mid-point of which is 506 homes per year. <u>The proposed housing requirement for West Oxfordshire in the period 2011 – 2031 is therefore 660 homes per year which equates to 13,200 homes in total. This will require a significant increase in the future rate of delivery of new housing in the District in comparison with historic long term delivery rates particularly when ‘under-supply’ since 2011 is factored in.</u></p> <p>5.13 The second report⁹ considers a number of aspects of the SHMA and taking account of the inflationary effect of past trends concludes that the housing need for West Oxfordshire ranges from 520 to 596 per annum, the mid-point of which is 558 homes per year. <u>In addition to meeting West Oxfordshire’s</u></p>
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⁶ SHMA (2014) paragraph 9.17

⁷ Housing and Economic Land Availability Assessment (paragraph: 036 Reference ID: 3-036-20140306)

⁸ An Analysis of West Oxfordshire’s future housing requirement (Keith Woodhead June 2014)

⁹ Validation of an objectively assessed housing need (OAN) (Cambridge Centre for Housing and Planning Research January 2015).

		<p><u>identified housing needs we are committed to assisting our neighbours Oxford City. Evidence demonstrates that Oxford City cannot meet their housing need in full within their own administrative boundary. A working assumption of 15,000 homes has been agreed by the Oxfordshire authorities as representing the quantum of Oxford's 'unmet' housing need which must be accommodated elsewhere within the Oxfordshire Housing Market Area (HMA).</u></p> <p>5.14 <u>In addition to the demographic projections, the Council also has concerns about the approach taken towards job-led growth in the SHMA which runs counter to more recent guidance published by the Planning Advisory Service in June 2014⁴⁰. In simple terms, the guidance warns against translating job forecasts into future population and household numbers. It highlights the fact that the population assumptions that feed into job forecasts are rarely the same as the population assumptions that flow out from them which are often much higher. Joint working has been taking place between the Oxfordshire local authorities and co-ordinated via the Oxfordshire Growth Board (OGB). As part of this process it has been agreed that West Oxfordshire will accommodate 2,750 homes in the period between 2021 and 2031 to assist Oxford City with its unmet housing need. In order to meet this apportionment, and deliver the District's own housing needs, 935 dwellings per year will need to be delivered between 2021 and 2031 (excluding past backlog). This rate of delivery is nearly double the historic long term housing delivery rate in the District and will be extremely challenging for the house building industry to deliver.</u></p> <p>5.15 <u>In the SHMA, the basic projected population increase across Oxfordshire in the period to 2031 is just over 107,000 people. However, the job-led model which ultimately drives many of the final recommendations, assumes a potential increase of almost 184,000 people. The PAS guidance suggests that such models are inconsistent because the output population does not equal the input population. It suggests that results often make no sense and in formal logic is known as 'self-defeating prophecy'. The total level of housing provision in West Oxfordshire in the period up to 2031 will therefore be at least 15,950 homes. This comprises 13,200 homes in the period 2011 – 2031 to meet West Oxfordshire's own identified housing needs and a further 2,750 homes in the period 2021 – 2031 to assist with the unmet housing needs of Oxford City.</u></p>
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⁴⁰ Objectively Assessed Need and Housing Targets Technical Advice Note (PBA on behalf of PAS June 2014).

		<p>5.16 — The Council also has concerns that the job-led assumptions used in the SHMA are not ‘policy neutral’ insofar as they take account of local economic initiatives resulting in an aspirational job forecast that is significantly in excess of the baseline forecast. Recent case law has established that an objective assessment of housing need should be policy neutral.</p> <p>5.17 — In light of the various issues outlined above and the recommendations of two separate analyses undertaken since the SHMA was published, the Council considers that the objectively assessed need (OAN) for new housing in West Oxfordshire is 525 homes per annum which over the period of the Local Plan (2011 – 2031) equates to 10,500 new homes.</p>
AM51	Paragraph 5.36	<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 1,200 <u>1,440</u> households on the Council’s waiting list for affordable housing.</p>
AM52	Paragraph 5.38 – 5.39	<p>5.38 There are a number of different forms of affordable housing including social rented, affordable rented and intermediate housing. Social rented housing is owned by local authorities and private registered providers and has a guideline target rent market determined through the national rent regime. Affordable rented housing is let by local authorities or private registered providers to households who are eligible for social rented housing. It is subject to controls that require a rent of no more than 80% of the local market rent. Intermediate housing is for sale and rent provided at a cost above social rent, but below market levels. It includes shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent. <u>Other models of provision such as Build to Rent, Rent to Buy and Help to Buy are also being explored.</u></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 that 80% of open market value, capped at £450,000 in Greater London and £250,000 across the rest of England.</u></p>

		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 affordable homes each year (excluding existing commitments). Further evidence commissioned by the Council more recently¹¹ 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.
AM53	Paragraph 5.41	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, <u>current</u> national policy now states that affordable housing should <u>generally</u> only be sought on larger sites of <u>11 or more</u> than 10 dwellings <u>or which have a combined gross floorspace of more than 1,000m². The exception to this is within other than in</u> designated rural areas such as <u>the Cotswolds Areas</u> of Outstanding Natural Beauty (AONB) where a lower threshold can <u>be applied apply</u> with medium-scale schemes of 6 – 10 dwellings being required to make a financial contribution towards affordable housing off-site (<u>commuted until after completion of the units within the development</u>). Smaller schemes of 1 – 5 dwellings are not required to make any provision for affordable housing.
AM54	Paragraph 5.43	5.43 Thus for example, a scheme of 6 market houses each with a floor area of 100m ² would be required to make a <u>an affordable housing</u> financial contribution of £60,000 (£10,000 per unit). This payment will be deferred until after the scheme has been completed.
AM55	Paragraph 5.46	5.46 For larger development proposals involving 11 or more dwellings (or schemes or which have a <u>maximum combined</u> gross floorspace of more than 1,000m ²) the Council will require the provision of affordable housing on-site unless it can be robustly demonstrated that this cannot be achieved for reasons of viability.

¹¹ Peter Brett Associates – Partial SHMA update for West Oxfordshire (2016)

Reference number	Paragraph/Policy	Additional modification
AM56	Paragraph 5.50	5.50 It is however acknowledged that proposals need to be economically viable and the Council will reassess these requirements where this is demonstrated to be necessary by a viability assessment that has been independently validated. In particular, the Council's evidence suggests <u>that a reduced level of affordable housing provision should apply to extra-care housing. This is reflected in the lower thresholds for such housing set out in Policy H3. there may be some viability issues with flatted schemes including extra-care and sheltered housing which will be taken into account by the Council in negotiations.</u>
AM57	Paragraph 5.53	5.53 In terms of the type of affordable housing to be provided, there is a significantly greater need for rented accommodation than for the various forms of intermediate housing. As such a ratio of 2:1 in favour of affordable rented homes will be generally sought however this is a general guide only and the precise mix will be determined on a case by case basis. <u>Starter home provision will be supported in principle as part of a broader mix of affordable housing types. The Government has indicated that starter homes will generally comprise 20%¹² of the overall scheme mix.</u>
AM58	Paragraph 5.70 – 5.71	5.70 Importantly, future projections suggest that the number of older people in West Oxfordshire will continue to increase. In the period 2011 – 2031, the proportion aged 55+ is projected to increase by 54% with a particularly high increase in people aged 85+ (160%). This will be coupled with a significant increase in the number of people suffering from dementia and mobility problems. <u>By 2040, older people aged over 60 are expected to make up a third of the population. An assessment by Oxfordshire County Council of older people's needs shows that while life expectancy is rising, more people are living into older age with disabilities - so for men in West Oxfordshire, disability free life expectancy at age 65 is 11.6 years, while for women it is 11.7 years.</u> 5.70a <u>However, not all older people will require specialist homes or provision for their needs; most of the rising number of older people will prefer to stay in the same home that they have lived in for many years. Indeed, many older people will not need, or necessarily seek, accommodation specifically for</u>

¹² The 20% requirement for starter homes is still to be confirmed by Government and therefore subject to potential change.

		<p><u>older people at any time in their lives. Generally, moves are made to a smaller home in order to reduce the costs associated with a larger family home or to move to a more accessible location closer to shops or services. Alternatively older people move to a house that is on one level or capable of a degree of adaption for mobility or health reasons, or simply to move to be closer to family members.</u></p> <p>5.71 The Local Plan <u>therefore</u> has a key role to play in ensuring that suitable housing (and health care) is provided for older people. This is likely to be through a combination of specialist housing provision (e.g. retirement and extra-care housing) as well as ensuring that new homes are adaptable and allow people to stay in their own homes longer (e.g. provision of wider doorways, lower windows etc.).</p>
AM59	Paragraph 5.76	<p>5.76 Whilst these figures are indicative only and should be treated with some caution, they clearly demonstrate that there will be an increasing need for specialist older persons housing in the District over the period of the Local Plan. The Council will therefore <u>in line with Government practice guidance, count the provision of C2 uses (residential institutions) against the overall housing requirement and will</u> seek to increase the supply of such housing by encouraging specific schemes in suitable, sustainable locations and seeking to ensure that older persons housing is provided <u>including</u> as part of the overall mix of development on larger developments.</p>
AM60	Paragraph 5.77	<p>5.77 We will also seek to ensure that new homes built in the District are able to be easily adapted to meet the changing needs of occupants as they get older and support people who require aids and adaptations in order to be able to stay in their own home. <u>This will be achieved through the application of the optional building regulation standard M4 (2): Accessible and Adaptable dwellings on qualifying schemes as set out in Policy H4. Viability testing has shown this to be viable and therefore all housing developments of over 50 dwellings will be required to provide 25% of new dwellings as accessible and adaptable homes.</u></p>

Reference number	Paragraph/Policy	Additional modification
AM61	Paragraph 5.79	5.79 The SHMA suggests that across Oxfordshire as a whole, demographic trends are expected to lead to a significant growth in the population and number of households with disabilities over the period to 2031. The 2011 Census shows that around 15,000 people in West Oxfordshire (14.5%) currently suffer from a long-term health problem or disability. The most recent information from Oxfordshire County Council shows that in West Oxfordshire over 20% of people over aged 65 were affected by a long-term health problem that was either related to old age, or had lasted for at least 12 months. A higher number, 25% are affected a little.
AM62	Paragraph 5.83	5.83 In light of the identified needs outlined above, the Council will seek to increase the supply of housing for those with disabilities through a number of measures. This will range from encouraging the provision of specific purpose built properties to ensuring that a proportion of the homes provided as part of larger housing developments are built to high accessibility standards. This will be achieved through the application of the optional building regulation standard M4 (3): Wheelchair user dwellings, specifically a requirement to provide 5% of wheelchair adaptable dwellings on sites of over 50 dwellings. Where provided, these will be counted as contributing towards the 25% accessible and adaptable homes referred to in paragraph 5.77 above. The need for specialist housing on qualifying sites will be determined through a local register managed by the District / County Council. There may be some sites or types of development where provision may not be appropriate, for example non lift served flats. Our proposed approach is set out in Policy H4 below.
AM63	Paragraphs 5.86a – 5.86d	<p><u>Gypsies and Travellers</u></p> <p>5.86a There are a number of Gypsy, Traveller and Travelling Showpeople families living in West Oxfordshire on a range of specifically approved sites throughout the District and also in bricks and mortar. Planning has a role to play in facilitating the way of life for travellers, not least in ensuring there are appropriate sites, in suitable locations, available to meet their needs and, from which, they can access education, health, welfare and employment infrastructure.</p> <p>5.86b The Government is aiming to increase the number of traveller sites in appropriate locations with</p>

		<p><u>planning permission to address under-provision and maintain an appropriate supply and, in doing so, reduce unauthorised sites, the antagonism between the settled and travelling communities and ensure greater fairness.</u></p> <p><u>5.86c Local authorities formulate their own evidence base for the travelling communities’ needs and use this to provide targets relating to pitch and plot requirements. In 2016 the Council commissioned a study into the accommodation needs of travellers in West Oxfordshire (2016 GTAA). The study covers the needs of Gypsies (including English, Scottish, Welsh and Romany Gypsies), Irish Travellers and Travelling Showpeople. The study provides the evidence for Policies H7 and H8 on the travelling communities.</u></p> <p><u>5.86d In 2015 the definition of ‘traveller’ was changed for planning related purposes to exclude those who have permanently ceased travelling. For those still travelling, Policies H7 and H8 are particularly relevant. For those that no longer meet the planning definition, the GTAA explains their needs will need to be addressed through alternative means, such as the SHMA and more general housing planning policies. The suggested level of need during the plan period is in the order of up to 24 additional pitches for non-travelling Gypsies and Travellers and up to 3 plots for Travelling Showpeople. Policy H4, and other appropriate policies in the Plan, will be used to help meet these possible requirements. This will include considering the potential for the strategic development sites to provide suitable areas for these communities.</u></p>
AM64	Paragraph 5.91	<p><u>5.91 In 2012 the MOD announced that they needed fewer homes for service families than originally planned. 200 new homes will be built on the REEMA North site in Carterton and the REEMA Central site which had originally been reserved for service family housing will be released to the open market (See Section 9.0). In 2012 the MOD announced that they needed fewer homes for service families than originally planned. 200 new homes were originally proposed to be built on the REEMA North site in Carterton although with a different mix of house types the number of dwellings could be increased. The REEMA Central site which had originally been reserved for service family housing has been partially released to the open market with the remainder to follow at a later date (See Section 9.0).</u></p>

Reference number	Paragraph/Policy	Additional modification
AM65	Paragraph 5.95	5.95 It suggests that factors such as a balanced approach to housing in terms of bedroom sizes and property types, along with high standards for Houses in Multiple Occupation (HMOs) will help younger households to access housing. There are very few HMOs in West Oxfordshire so this latter point is less relevant but we will seek to ensure a good, balanced mix of house types and tenures is provided in all new housing developments. The provision of affordable housing (Policy H3) <u>including starter homes</u> and support for self-build projects (Policy H5) will also help to meet the needs of younger people.
AM66	Paragraph 5.102	5.102 In a recent consultation⁴³ 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 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 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.
AM67	Paragraph 5.105	5.105 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-

⁴³ ~~Right to Build: supporting custom and self-build (October 2014)~~

		<u>build agencies.</u>
AM68	Policy H5 – Custom and Self-Build Housing	<p><u>Policy H5 – Custom and Self-Build Housing</u></p> <p>In order to address the need for custom and self-build housing, the Council will require all housing developments of 100 or more dwellings to include 5% of the residential plots to be serviced and made available for this purpose. This can include the partial completion of units to be made available for self-finish.</p> <p>As an alternative, the developer may provide serviced land for an equivalent number of custom and self-build plots in another suitable, sustainable location.</p> <p>If any of the serviced plots/units offered for custom/self-build/self-finish remain unsold after 12 months marketing, they may be built out by the developer.</p> <p>Only where it can be robustly demonstrated that the provision of on-site plots is unviable or cannot be achieved for some other reason and the developer is unable to make off-site provision will the Council waive the 5% requirement.</p> <p>All schemes will be considered in accordance with the <u>Council’s</u> custom/self-build <u>Design Code. checklist contained in the Council’s Design Guide.</u></p> <p>The Council will generally control access to custom/self-build housing schemes by establishing and maintaining a Register of Interest of those who wish to become custom builders and meet relevant criteria.</p> <p>Elsewhere, proposals for custom and self-build housing will be approved in suitable, sustainable locations subject to compliance with other relevant policies of this plan including Policies OS2, H2 and E3.</p>

Reference number	Paragraph/Policy	Additional modification
AM69	Policy H6 – Existing Housing	<p><u>Policy H6 – Existing Housing</u></p> <p>Changes to existing housing will be managed to maintain sustainable communities and a high quality environment in accordance with the following principles:</p> <ul style="list-style-type: none"> - the loss of existing dwellings to other uses will only be permitted where it can be demonstrated they are in an unsuitable location for housing, do not provide satisfactory living accommodation, are not needed to meet an identified local housing need, or the proposed use will make a positive contribution to local services and facilities; - alterations, extensions or sub-division of existing dwellings will respect the character of the surrounding area and will not unacceptably affect the environment of people living in or visiting that area. Sub-division of existing dwellings in the open countryside and small villages will be limited to large properties where continued residential use cannot be secured in any other way; - proposals to replace an existing permanent dwelling which is not of historical or architectural value will be permitted on a one-for-one basis, provided the character and appearance of the surrounding area is not eroded, there would be no harmful impact on ecology or protected species and the replacement dwelling is of a reasonable scale relative to the original building. <p>The District Council, in appropriate circumstances, will work with relevant organisations and property owners to ensure the number of empty homes is kept to a minimum. Proposals to bring empty residential properties back into occupation will be favourably supported in principle.</p>

Reference number	Paragraph/Policy	Additional modification
AM70	Paragraphs 5.115 – 5.121g	<p data-bbox="772 268 1064 295">Travelling Communities</p> <p data-bbox="672 343 1982 470">5.115 All Councils are required to make adequate provision to meet the housing needs of <u>Gypsies, Travellers and Travelling Showpeople</u>. gypsies, traveller and travelling showpeople. Councils should undertake an assessment of need and develop effective strategies to meet those needs through the identification of land for sites.</p> <p data-bbox="672 518 1982 766">5.116 They should set ‘pitch’ targets for gypsies and travellers and ‘plot’ targets for travelling showpeople. The SHMA (2014) does not address the needs of travelling communities but the Council already has a good idea of how many pitches and plots are needed to meet future needs from a number of previous studies. They should set ‘pitch’ targets for gypsies and travellers and ‘plot’ targets for Travelling Showpeople. The SHMA (2014) does not address the needs of travelling communities but the Council commissioned new evidence in 2016 to establish future accommodation requirements in the period up to 2031.</p> <p data-bbox="672 805 1982 949">5.117 At present in West Oxfordshire there are ten <u>eleven</u> authorised Gypsy and Traveller sites, two <u>three</u> in the northern half of the District (at <u>Burford</u>, Kingham and Chadlington) and eight in the southern half (Standlake, Alvescot, Minster Lovell, Weald, Carterton, Stanton Harcourt, Barnard Gate and Eynsham).</p> <p data-bbox="672 989 1982 1165">5.118 Most of the sites are small, accommodating one family. The Beeches, near Chadlington, and the site at Ting Tang Lane, near Minster Lovell, are the two largest sites with in excess of 20 and 30 <u>23</u> pitches respectively. Other than The Furlong at Standlake which is owned and managed by Oxfordshire County Council, all the sites are privately run. There are five <u>four</u> sites for Travelling Showpeople in the District, all privately owned, at: Cassington, Witney, Shilton, Sutton and Freeland.</p> <p data-bbox="672 1204 1982 1300">5.119 In addition there is an unauthorised encampment of new travellers at Eynsham (for 5 families) and a currently unoccupied unauthorised development for 8 pitches for Gypsies at Tar Road, Stanton Harcourt.</p>

		<p>5.120 <u>In terms of future requirements, in relation to gypsies and travellers, the most recent evidence suggests there is a need for around 20 additional pitches in the period up to 2029. For travelling showpeople there is a need for around 27 plots over the same period. Taking into account existing provision there is a shortfall of around 16 pitches for gypsies and travellers and 21 plots for travelling showpeople. In terms of future requirements, in relation to Gypsies and Travellers, the most recent evidence suggests there is a theoretical need for around 19 additional pitches in the period up to 2031. For Travelling Showpeople there is a need for around 5 plots over the same period. The 5-year housing land supply requirement for Gypsies and Travellers and Travelling Showpeople is 2 pitches and 3 plots respectively, based on known travelling households.</u></p> <p>5.121 <u>The Council has not yet allocated any specific sites for travelling communities but intends to do so through an early review of this Local Plan. In the interim, a criteria-based approach will be applied in order to deal with any speculative proposals that are submitted to the Council for consideration. Policy H7 below will apply. Investigation into where the 2 additional pitches for Gypsies and Travellers can be accommodated will be continued. Despite a call for sites (through the SHLAA/SHELAA process) no new sites have been put forward. Initial analysis of existing sites shows there is, however, potential for expansion and/or intensification. Now the scale of the need has been established, discussions will re-commence with site owners.</u></p> <p>5.121a <u>The existing Travelling Showpeople site at Cuckoowood Farm, Freeland, has been identified as suitable for limited expansion. Planning approval was given for 6 additional plots in March 2017.</u></p> <p>5.121b <u>In addition to the pitches and plots identified for the first 5 years, the criteria-based Policy H7 will help to bring forward accommodation to meet the needs of the travelling communities. It is worth noting that while the level of further provision is technically identified as up to 15 additional pitches, the recent study into accommodation needs has a note of caution. The study explains that, based on national evidence, only 10% of Gypsies and Travellers (but 70% of Travelling Showpeople) now meet the government's definition of the travelling communities. For Gypsies and Travellers, it is likely that the requirement beyond the first 5 years is likely to be closer to 2 additional pitches, rather than 15. For Travelling Showpeople, it is likely to be up to 1 additional plot. The accommodation needs of</u></p>
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		<p><u>Gypsies, Travellers and Travelling Showpeople who have permanently ceased travelling, and no longer meet the planning definition of ‘traveller’, will be considered under Policy H4.</u></p> <p><u>5.121c Further potential for an additional site to meet the accommodation needs of the travelling communities will be considered as part of the future masterplan work of the Strategic Development Areas, especially the Oxfordshire Cotswolds Garden Village.</u></p> <p><u>Cuckoowood Farm</u></p> <p><u>5.121d Approval was given in 2009 for a private site to accommodate Travelling Showpeople on 6 plots at Cuckoowood Farm, south of Freeland. Although in open countryside, the site is near to the services and facilities at Eynsham and lies close to the A40, providing easy access to the main road network which is important for the transportation of fair equipment to venues throughout the country. As the peripheral hedgerow planting has become established, so the site has softened into the landscape.</u></p> <p><u>5.121e A field adjoining this established site has been identified as appropriate for expansion. The site has capacity for a further 6 plots, each of which will be large enough for both showpeople accommodation and storage of equipment and will be separated by hedgerow planting. Development will be phased in order to ensure a continual 5-year deliverable supply of plots with 3 plots to be provided in the period 2016 – 2021 and any further provision to be made beyond 2021. Planning permission was given for the expansion of this site in 2017.</u></p> <p><u>5.121f The landscape of this area is characterised by pockets of woodland and well-established hedgerows. Much of the proposed site’s boundary already consists of hedgerows and trees and two sides are also surrounded by bunding. These features will need to be retained, enhanced and managed in the future to ensure that the site is well-screened, especially from the public right of way that runs along the western boundary. In addition, the northern part of the site should be planted to create a new woodland/copse of local, native species which will compliment Vincents Wood further to the north.</u></p> <p><u>5.121g The increase in the overall size of the site will mean there are likely to be a substantial number of children living here. Land is identified for a formal recreation play area to serve both the existing and</u></p>
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		<u>proposed residents.</u>
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Section 6 – Sustainable Economic Growth		
Reference number	Paragraph/Policy	Additional modification
AM71	Paragraph 6.5	6.5 The District has a long history with military aerospace and today RAF Brize Norton is seeing continued investment as the UK’s main strategic military air transport base employing in the order of 4,000 <u>7,300</u> personnel <u>(comprising around 5,800 service personnel, 1,200 contractors and 300 civilian staff members)</u> . In addition, there are many small businesses established in the District which are involved in high value activities in service-based and professional sectors. In terms of future growth, it is predicted that future economic growth is expected to come mainly from the financial and business services sector.
AM72	Paragraph 6.12	6.12 The skill base of the workforce is good but there is a shortage of workers with technical skills across the area and employers seek improved ‘work readiness’ from school leavers. The Council will therefore seek to encourage measures designed to improve skills such as the use of employment and skills plans whereby larger developments will be encouraged to implement training initiatives to help up-skill the local workforce e.g. use of apprenticeships. <u>The skill base of the workforce is good but there is a shortage of workers with technical skills across the area and employers seek improved ‘work readiness’ from school leavers. The Council will therefore seek to encourage measures designed to improve skills such as the use of community employment plans (CEPs) whereby larger developments (typically 1,000 or more homes and/or 4,000 sqm of floorspace) will be encouraged to implement training initiatives to help up-skill the local workforce e.g. use of apprenticeships. CEP’s are already in place at the Westgate Centre re-development in Oxford City, as well as in Cherwell at the NW Bicester Eco-town site.</u>

Reference number	Paragraph/Policy	Additional modification
AM73	Paragraph 6.13	<p data-bbox="674 276 1964 336">6.13 In accordance with national policy, we must plan for sustainable economic growth to meet the needs of business and address barriers to growth. To achieve our objectives the strategy is to:</p> <ul data-bbox="770 381 1973 1278" style="list-style-type: none"> <li data-bbox="770 381 1964 517">• Maintain a flexible supply of land for businesses in accessible locations adjacent to the main towns to support key industrial, manufacturing, and engineering sectors, the Oxford Bioscience Cluster, aviation businesses related to RAF Brize Norton and facilitate investment in the stock of business premises. <li data-bbox="770 563 1973 735">• Address transport congestion in towns and on major routes – notably the A40. Although there are proposals to address traffic congestion in Witney, improvements on strategic routes such as the A40 will not be implemented in the short term. We will work in partnership with Oxfordshire County Council to investigate options to improve access to Oxford such as a potential Park & Ride site at Eynsham and bus priority along the A40 west of Oxford. <li data-bbox="770 780 1973 1059"><u>• Address transport congestion in towns and on major routes - notably the A40. We will work in partnership with Oxfordshire County Council as they look to deliver already funded plans to improve access along the A40 corridor to Oxford through a proposed Park & Ride site at Eynsham and a bus lane along the A40 eastbound into Oxford. We will also work with Oxfordshire County Council to identify funding for their long term strategy for the A40 which will involve dualling between Witney and Eynsham and a westbound bus lane. The delivery of a new junction on the A40 at Downs Road in Witney is critical for businesses in western Witney, and improved access to Carterton is needed to help the town realise its economic potential.</u> <li data-bbox="770 1106 1964 1206">• Provide access to superfast broadband to all premises in the District, including commercial and residential by the end of 2016 and ensure new development is ‘broadband ready’. Improve mobile connectivity through working in partnership with providers. <li data-bbox="770 1252 1637 1278">• Maintain a labour supply with appropriate skills and ‘work readiness’

		<ul style="list-style-type: none"> • Invest in our town and village centres as the first choice for shopping and leisure development to reinforce their role, enhance their environments and manage car parking to ensure they remain accessible and attractive to shoppers and visitors. • Promote a successful visitor economy which benefits visitors and local communities alike whilst protecting and enhancing the attractive environment <u>and heritage</u> of the District – itself a key economic asset. • Support a vibrant rural economy through rolling out superfast broadband, facilitating homeworking, small rural business premises and diversified farming and land based sectors.
AM74	Paragraphs 6.18 – 6.20	<p>6.18 The Council’s original economic evidence¹⁴ suggested the need for around 60ha of employment development land over the plan period focussed on the main towns where it can be best served by transport and communications infrastructure, and support a range of businesses including larger scale businesses and high technology sectors. More recent evidence¹⁵ confirms that this is a reasonable quantum of employment land to plan for having regard to future identified needs suggests that around 27 ha is needed to meet the committed economic growth scenario that underpins the Council’s identified housing need and that at any one time the Council should be seeking to have 8 hectares of employment land available.</p> <p>6.19 Around 23 ha is currently identified within existing planning permissions and previous local plan allocations particularly at Witney, Carterton and Chipping Norton. This includes 10ha to the west of Witney, 5ha in Carterton (at West Oxon Business Park and Land at Ventura Park) and just over 3ha in Chipping Norton, split between three sites (former highway depot, former Parker Knoll factory site and to the north of London Road). However a significant proportion of this land is unavailable for various reasons and as such there is a need to consider additional provision to provide sufficient flexibility. Around 24.5 ha is currently identified within existing planning permissions and previous local plan allocations particularly at Witney, Carterton and Chipping Norton. This includes around 18 ha to the west of Witney (including 10 ha as part of the West Witney/North Curbridge committed</p>

¹⁴ West Oxfordshire Economy Study (NLP 2007)

¹⁵ West Oxfordshire Economic Snapshot (CAG 2015)

		<p><u>urban extension and 8ha in the existing employment area around Downs Road) around 6ha in Carterton (including around 4.5 ha at the West Oxon Ventura Business Parks and 1.5ha at the committed urban extension east of Monahan Way) and around 0.5ha in Chipping Norton, split between two sites (former highway depot and Cromwell Park).</u></p> <p>6.20 <u>In this regard, 10ha of employment land is identified as part of the committed scheme to the west of Witney (also known as north Curbridge). Total identified provision is therefore 33 hectares (although as set out above not all of this is currently available). However not all of this land is available for various reasons and as such there is a need to consider additional provision to provide sufficient flexibility.</u></p>
AM75	Paragraph 6.23 – 6.25a	<p>6.23 <u>In Carterton for example, there is a desire locally to increase the amount of employment land available and evidence suggests there is a lack of jobs relative to resident workers. The Council will therefore support in principle the provision of additional employment land at Carterton in suitable locations. The Council will work in partnership to help identify suitable sites. One option is to replace the existing sports pitches on the corner of Monahan Way and Carterton Road with employment land (subject to replacement of the pitches in a suitable location elsewhere). These and other potential opportunities will be investigated further. The overall aim is to provide an additional 10 hectares of employment land at Carterton over and above the 5 hectares already identified. In the Carterton sub-area, the Council’s Economic Snapshot Report (2015) suggests that of the overall 27ha requirement, around 3ha of employment land should be provided within this sub-area. In this respect, around 6ha is available through existing commitments at West Oxfordshire Business Park and Ventura Business Park (including permissions and previous Local Plan allocations) and the committed mixed-use urban extension east of Monahan Way.</u></p> <p>6.23a <u>However, there is a desire locally to more significantly increase the amount of employment land available and evidence suggests there is a lack of jobs relative to resident workers. The Council will therefore support in principle the provision of additional employment land at Carterton in suitable locations. The Council will work in partnership to help identify suitable sites if possible. One option for additional provision could be to replace the existing sports pitches on the corner of Monahan Way and Carterton Road with employment land although this would require the replacement of the</u></p>

		<p><u>itches in a suitable location elsewhere and at present no suitable sites have been identified/allocated. These and other potential opportunities will be investigated further.</u></p> <p>6.24 <u>In Chipping Norton, there is a shortage of available employment land and with just over 3 hectares identified, not all of which is available. As such, this Local Plan seeks to provide up to 4.3 hectares over and above the existing level of provision (i.e. up to 7.3 ha) including 1.5 hectares to be provided as part of the East Chipping Norton Strategic Development Area (SDA).-In Chipping Norton, there is a shortage of available employment land with around 0.5 hectares identified, not all of which is available. As such, this Local Plan seeks to provide 5 hectares of business land at Chipping Norton to be provided as part of the East Chipping Norton Strategic Development Area (SDA) on land to north of London Road. This slightly exceeds the suggested 3ha level of provision set out in the Council’s Economic Snapshot Report (2015) but will therefore provide additional flexibility.</u></p> <p>6.25 <u>The Eynsham – Woodstock sub-area has been identified in the Council’s recent economic evidence as being particularly important for the local economy benefitting from a proximity to Oxford and the Oxfordshire ‘knowledge spine’. As such, the local plan sets out a commitment to securing additional employment land provision in this area although at the present time no specific sites have been identified. As such, this plan identifies that as part of the planned garden village to the north of Eynsham, a new science/business park of around 40 hectares will be provided to meet current and future long-term needs (including those beyond 2031). Further detail is set out at Section 9 – Strategy at the Local Level.</u></p> <p><u>6.25a In the Witney sub-area, the Council’s Economic Snapshot Report (2015) identifies that provision should be made for around 10 ha of employment land to meet the committed economic growth scenario. It is anticipated that this will be met through the provision of 10 ha as part of the committed West Witney (North Curbridge) mixed-use urban extension as well as around 8ha through existing permissions/previous Local Plan allocations within the Downs Road employment areas. In the longer term there may be potential for further business land provision to the west of Downs Road forming a logical extension of the existing adjoining employment areas and also taking advantage of the improved accessibility onto the A40 to be created through the proposed Downs Road/A40 junction. This would need to be considered alongside other reasonable alternatives through a review of the</u></p>
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		Local Plan.
AM76	Paragraph 6.26	6.26 In addition to new provision of new 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.
AM77	Paragraph 6.27	6.27 In some cases, a continuing business use may not be suitable or economically viable and in these circumstances non-employment uses will be acceptable in accordance with the National Planning Policy Framework. Where the issue is one of viability the Council will require robust evidence, including evidence of a robust marketing campaign, to demonstrate that continuing employment use has been fully tested before non-employment uses are permitted. Further guidance will be issued by the Council on the marketing evidence that will be expected. In considering the change of use loss of existing employment sites the Council will also take account of prevailing economic conditions. During economic downturns the retention of employment sites will be important to aid long term recovery.
AM78	Paragraph 6.28	6.28 Non-employment uses may also be allowed on employment sites where they offer community benefits which cannot otherwise be achieved, provided there are not strong economic reasons why the change of use would be inappropriate. Some small scale retail and other uses such as cafés, crèches, or trade counters, may improve the functionality and attractiveness of an employment site and help to facilitate the refurbishment and regeneration of premises. Retail and leisure proposals which are ancillary to other uses may be supported on employment sites, otherwise these will be considered in the light of the town centre first approach (See Policy E6). The Council will also use Article 4 Directions in appropriate circumstances to restrict changes of use to residential on defined employment sites.

Reference number	Paragraph/Policy	Additional modification
AM79	Paragraph 6.30	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 2016 <u>2017</u> .
AM80	Paragraph 6.31 – 6.32	<p>6.31 In the interest of sustainable development, our strategy directs larger businesses and employers to the main service centres <u>Witney, Carterton, Chipping Norton and the Eynsham area</u> which have generally better transport connections, but continues to support the rural economy through a positive approach towards homeworking flexible working practices, small rural business premises and diversifying the land based sector. Tourism and leisure activities, such as walking, cycling and horseriding, are also significant and are considered in the policies that follow.</p> <p><u>6.31a As part of this general approach there will be the proposed science/business park element of the planned garden village to the north of Eynsham. The garden village will in itself form a new rural service centre for the District. The scale of proposed employment uses at around 40 ha will be well in excess of what would typically be sought at a rural service centre. However, given the strategic location of the site in close proximity to the A40 and Oxfordshire knowledge spine and the intention that this new settlement will play a strategic role for the wider area up to 2031 and beyond, the scale of this business opportunity is appropriate. Detailed masterplanning will help develop this concept further.</u></p> <p>6.32 Development <u>The development</u> of new small employment sites within and adjacent to the other Rural Service Centres and Villages will be supported where they are commensurate with the scale and character of the area. Small employment sites are considered those up to 500sqm (gross internal) and should not have unacceptable adverse impacts on local communities and the character of the countryside, particularly in terms of traffic, noise, lighting and visual impact.</p>

Reference number	Paragraph/Policy	Additional modification
AM81	Paragraph 6.39	6.39 All proposals should be consistent in scale with a rural location and not result in the loss of amenity to other local businesses or residents, or spoil the enjoyment of other users of the countryside. New buildings will be preferably located within or adjacent to a group of existing farm buildings and be located and designed to integrate with the landscape having regard to local landscape appraisals, policy areas and guidance in the Cotswolds AONB management plan (see Policy EH1 and EH1a).
AM82	Paragraph 6.41	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 where it provides a sustainable approach to balancing economic activity with the conservation and enhancement of natural and built heritage 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.
AM83	Paragraph 6.49	6.49 If the principle of conversion is accepted, it is important that detailed proposals respect or improve the original character of the building. The condition of the building and the methods of construction should be understood before significant works of repair or alteration are undertaken. Loss of historic fabric should be minimised, features of historical or architectural significance should be retained and repairs should be carried out using appropriate materials. Further guidance is available in the West Oxfordshire Design Guide SPD and the English Heritage Historic England good practice guidance on the Conversion of Traditional Farm Buildings.

Reference number	Paragraph/Policy	Additional modification
AM84	Paragraph 6.50	6.50 Tourism is an important and growing economic sector in West Oxfordshire. 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). 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.
AM85	Paragraph 6.57	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 County Oxfordshire Minerals and Waste Local Plan 1996 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.
AM86	Paragraph 6.58	6.58 The Lower Windrush Valley Project was set up to co-ordinate habitat creation 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 County Minerals Authority <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.

Reference number	Paragraph/Policy	Additional modification
AM87	Paragraph 6.59	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 appropriate <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.
AM88	Paragraph 6.61	6.61 Local services and community facilities provide for the health and wellbeing, social, educational, spiritual, recreational, leisure and cultural needs of the community. They include <u>town</u> , village and neighbourhood shops, post offices, pubs, community/youth centres and halls, theatres and museums, indoor and outdoor sports and leisure facilities, schools, education and training centres, libraries, doctor's surgeries and health centres, public toilets, crèches and children's nurseries, places of worship and other facilities which meet people day to day needs.
AM89	Paragraph 6.62	6.62 These facilities continue to be important <u>Local facilities are essential</u> 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 schools , 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 the rural areas where such facilities can form the hub of social life.

Reference number	Paragraph/Policy	Additional modification
AM90	Paragraphs 6.64 and 6.65	<p>6.64 The Council will continue its approach of resisting the loss of local services and community facilities which meet the day to day needs of local communities <u>as a result of change of use proposals</u>. In considering proposals involving the potential loss or change of use of such facilities, the Council in consultation with the local community, will take into account the importance of the facility to the local community particularly in meeting day to day needs. To justify the change of use loss of facilities it will need to be demonstrated that they are no longer viable (through a robust marketing exercise where possible) and or are no longer required because equivalent or alternative provision will remain or will be provided to meet local needs.</p> <p>6.65 For commercially run facilities such as local shops and pubs, the Council considers that a robust marketing exercise is the most transparent way of demonstrating that such facilities are no longer viable. This allows local communities to consider making a bid to run or acquire premises of value through the Community Right to Bid. The Council will publish separate guidance on the required nature of marketing exercises. In seeking to justify the change of use loss of local services or community facilities, applicants will also be required to consider whether existing premises or sites can be adapted to retain a viable community facility or service. <u>In the case of the potential loss of any healthcare facilities, the Council will have regard to relevant circumstances including any programme of modernisation/rationalisation by the NHS.</u></p>
AM91	Paragraph 6.77	<p>6.77 To support our town centres we will seek to direct significant proposals for new shopping and town centre development <u>including office space</u>, which provides for more than day to day needs, to our town centres wherever possible. Such proposals must follow the 'town centre first' approach established through national planning policy whereby the availability, suitability and viability of town centre sites to accommodate new town centre development should be fully explored, before edge of centre sites, and lastly out-of-centre sites are considered.</p>

Reference number	Paragraph/Policy	Additional modification
AM92	Paragraph 6.86	6.86 Car parking capacity is however nearing capacity in the town centres and therefore the Council have commenced work on prepared a District-wide Parking Strategy due to be completed by the end of 2015 to investigate whether parking provision is meeting current needs and will meet future parking requirements.

Section 7 – Transport and Movement		
Reference number	Paragraph/Policy	Additional modification
AM93	Paragraphs 7.3 – 7.4	<p>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.</p> <p>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</u> seek to encourage less car use, whilst 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.</p>
AM94	Paragraph 7.9	7.9 This has been a key consideration in the development of the overall plan strategy (see Policy OS2) which seeks to focus <u>the majority of a significant proportion of</u> future growth at Witney, Carterton and Chipping Norton <u>and the Eynsham area</u> , where there are already good opportunities for walking, cycling and using public transport and the <u>ability potential</u> to make further, tangible improvements.
AM95	Paragraph 7.14	<p>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:</p> <ul style="list-style-type: none"> • accommodating the efficient delivery of goods and supplies;

		<ul style="list-style-type: none"> • giving priority to pedestrian and cycle movements; • providing access to high quality public transport facilities; • creating safe and secure layouts which minimise conflict between traffic and cyclists or pedestrians <u>and enable access for public transport services</u>; • incorporating facilities for charging plug-in and other ultra-low emission vehicles; and; • considering the needs of people with disabilities by all modes of transport.
AM96	Paragraph 7.18a	<p><u>7.18a In particular it is envisaged that the proposed new garden village to the north of the A40 near Eynsham will be a comprehensive, mixed-use development that includes not only a significant proportion of new homes but also new business space, transport hub, community facilities including education as well as open space and leisure. The provision of this mix of different uses will help to promote a strong degree of ‘self-containment’ ensuring that residents of the new village are less dependent on travelling to other locations to fulfil their needs. The location of the new business space next to a new transport hub, which will include Park and Ride facilities, will enable it to play a strategic role in enhancing the ‘self-containment’ of the District as a whole.</u></p>
AM97	Paragraphs 7.21 – 7.22	<p>7.21 The provision of a good, reliable and congestion free 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> <p>7.22 Under this Local Plan the importance of the highway network will continue to be recognised with necessary improvements being identified and safeguarded as appropriate. This will include ‘strategic’ and ‘non-strategic’ highway schemes needed to support the level and distribution of growth set out in the plan. <u>These will need to be considered alongside the provision of other essential supporting infrastructure to mitigate the impact of the development. Many of these schemes are already included in Oxfordshire County Council’s Local Transport Plan (LTP).</u></p>

Reference number	Paragraph/Policy	Additional modification
AM98	Paragraphs 7.23 – 7.28	<p data-bbox="770 272 819 296">A40</p> <p data-bbox="674 344 1973 804">7.23 The A40 is the main east-west transport route with congestion on the section between Witney and Oxford being amongst the most severe transport problems in Oxfordshire and acting as a potential constraint to economic growth. One cause of the congestion is insufficient capacity at the Wolvercote and Cutteslowe roundabouts (outside the District) with the traffic lights and junctions at Eynsham and Cassington (inside the District) also a contributory factor. <u>The A40 is the main east-west transport route with congestion on the section between Witney and Oxford being amongst the most severe transport problems in Oxfordshire and acting as a potential constraint to economic and housing growth. The County Council is committed to a long-term strategy to improve access between West Oxfordshire and Oxford (and other destinations beyond Oxford). The major cause of the congestion is the limited capacity at the Wolvercote and Cutteslowe roundabouts (outside the District) which Oxfordshire County Council are currently improving, however the overall capacity of the road itself and the capacity of the traffic lights and junctions at Eynsham and Cassington (inside the District) are also contributory factors.</u></p> <p data-bbox="674 847 1973 1018">7.24 Importantly the problems on the A40 lead to the displacement of traffic onto other routes as drivers seek an alternative. This increases the number of cars using the A4095 through Long Hanborough and Bladon (to the detriment of those communities) and in turn, vehicle numbers on the A44 Woodstock Road into Oxford. <u>Displacement of traffic onto the B4044 is also a problem.</u> Further development in the District will put additional pressure on these highly trafficked routes.</p> <p data-bbox="674 1061 1973 1232">7.25 The problems with the A40 are long established and in light of this, Oxfordshire County Council has started to develop <u>secured significant funding to undertake</u> the A40 Oxford Science Transit <u>Phase 2</u> project – a central element of the Oxfordshire Growth Deal which will bring together local, national and private funding to focus on four key priority areas identified in the Oxfordshire Local Enterprise’s <u>Partnership’s</u> (LEP) Strategic Economic Plan¹⁶ including improved connectivity.</p>

¹⁶ www.oxfordshirelep.org.uk

		<p>7.26 Under the first two rounds of the Local Growth Fund, the Oxfordshire LEP has secured a total of £108.5m <u>£118.4m</u> funding from central Government with £9.2m of new funding for 2015/16 and £53.7m for 2016/17 to 2021. Of this, £35m will be used to deliver the Oxford Science Transit project which will include <u>Additionally, £35m has been secured to deliver</u> measures to expand the integrated public transport system along the Oxfordshire knowledge spine and to <u>deliver</u> major enhancements to the A40 between Oxford and Witney. <u>This project will deliver the preliminary stage of the longer term A40 strategy.</u></p> <p>7.27 Oxfordshire County Council has prepared a baseline study looking at current conditions on the A40 and are in the initial stages of considering a package of measures to help alleviate congestion on the A40. At this stage the outcome and timing of any firm recommendations are not yet known but we will continue to work in partnership with the County Council and other relevant partners including the LEP and Oxfordshire Growth Board to ensure the timely delivery of necessary improvements. <u>Oxfordshire County Council prepared a baseline study looking at current conditions on the A40 in 2015 and since then have begun to consider a package of measures to help alleviate congestion on the A40. To tackle congestion in the short to medium term, the County Council is seeking to deliver a new park and ride site of 1,000 spaces to the north of the A40 near Eynsham together with the provision of a new eastbound bus lane along the A40. The scheme will deliver a series of improvements to the A40 between Cuckoo Lane at Eynsham and Duke's Cut canal bridge near Wolvercote seeking to reduce congestion and Oxford-bound car trips. Scheme designs are currently being worked up and will be consulted on in late 2016. The proposed A40-A44 link road will provide a new strategic linkage from the A40 corridor to the A34 and M40.</u></p> <p><u>7.27a Oxfordshire County Council is also in the process of looking at longer-term solutions to the A40 itself and held a consultation in autumn 2015 called 'Investing in the A40'. Views were sought on a number of concepts for a long term strategy for tackling the existing and future congestion issues on the A40 corridor – in particular between Witney and Oxford. The options included an A40 bus lane (west-bound) a guided busway, additional dualling of the A40, a Witney to Oxford train service and a Witney to Oxford tram.</u></p> <p><u>7.27b The results of the consultation and recommendations for taking the project forward were considered</u></p>
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AM99	Paragraph 7.29	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 recent improvements have been were made to the former <u>in 2014</u> to help improve traffic flow.
AM100	Paragraph 7.31	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.
AM101	Paragraphs 7.32 – 7.35	7.32 In addition to the improvements to the Ducklington Lane junction which have already been completed, the following strategic highway schemes have been identified as being necessary to support the quantum and distribution of planned housing and employment growth at Witney: <ul style="list-style-type: none"> • Downs’ road Road junction – the provision of a new ‘all movements’ junction onto the A40 at Downs’ Road to the west of Witney. This will be delivered as part of the committed urban extension to the west of Witney (north Curbridge). • Shore’s Green Slip Roads - the provision of west facing slip roads at the Shore’s Green junction onto the A40 to the east of Witney. <u>This will be delivered as part of Delivery will be facilitated by</u> the proposed East Witney Strategic Development Area (SDA) – see Policy WIT1 <u>and will be accompanied by proposed improvements to Bridge Street.</u> • West End Link – the provision of a new road link between Woodford Way and West End

		<p>creating a second river crossing for Witney. This will be delivered as part of Delivery will be facilitated by the proposed North Witney Strategic Development Area (SDA) – see Policy WIT2</p> <ul style="list-style-type: none"> • Northern Distributor Road – the provision of a new road link between Hailey Road and Woodstock Road via New Yatt Road. This will be delivered as part of the proposed North Witney Strategic Development Area (SDA) – see Policy WIT2 <p>7.33 LTP4 envisages that these schemes will come forward sequentially with the Ducklington Lane improvements happening first (now completed) followed by the A40/Downs Road junction followed by the Shores Green Slip Road scheme and associated improvements at Bridge Street. Whilst not specified in LTP4, the inference is that the West End Link and Northern Distributor Road would follow on from these other strategic highway improvements. Whilst these schemes cannot be expected to eliminate traffic congestion in Witney, they will help to mitigate the impacts of the developments that are proposed to deliver them and as a combined package of measures, will have a number of wider benefits that justify them being safeguarded and taken forward through the Local Plan.</p> <p>7.33a The Downs Road junction will have a number of demonstrable benefits not least the fact that the large number of businesses located on the western side of Witney will be able to access the A40 directly instead of using Deer Park Road and Thorney Leys. New residents of the committed urban extension to the west of Witney will also be able to conveniently access the town centre via the A40 should they wish to.</p> <p>7.34 The Shores Green Slip Roads scheme will for example allow those living in the east and north east areas of Witney to access the town centre from the south by using the A40 instead of travelling along Oxford Hill and Bridge Street. Similarly, a proportion of drivers wishing to access the A4095 will be able to do so via Jubilee Way rather than via Bridge Street and Woodstock Road.</p> <p>7.35 The Downs Road junction will have a number of demonstrable benefits not least the fact that the large number of businesses located on the western side of Witney will be able to access the A40 directly instead of using Deer Park Road and Thorney Leys. New residents of the committed urban extension to the west of Witney will also be able to conveniently access the town centre via the A40</p>
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		should they wish to.
AM102	Paragraphs 7.39 – 7.40	<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 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 £3.5m <u>£3.9m</u> and will be delivered through a combination of funding including developer contributions. <u>The proposals are required due to cumulative growth.</u> The addition of west facing slip roads to the A40 has been identified as a key part of this project in LTP4 <u>to help serve operations at RAF Brize Norton future employment growth</u> and is likely to cost in the region of £2.8m <u>£7.2m.</u> <u>Strategic highway infrastructure projects for Carterton are therefore:</u></p> <ul style="list-style-type: none"> • <u>B4477 Brize Norton Upgrade – upgrading of the B4477 Brize Norton Road to A-road standard including the provision of a premium cycle route and associated complementary measures. Funding will be sought from developments as appropriate.</u> • <u>A40 West Facing Slip Roads – the promotion of west facing slip roads at the junction of the A40/B4477 Minster Lovell junction to serve operations at RAF Brize Norton, and future employment growth. Funding will be sought from developments as appropriate.</u>

Reference number	Paragraph/Policy	Additional modification
AM103	Paragraph 7.42	7.42 Elsewhere in Carterton, the committed development of 316-250 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.
AM104	Paragraphs 7.43 – 7.43b	<p><i>Chipping Norton</i></p> <p>7.43 Chipping Norton sits astride the crossing of the A44 and A361, with the heavily used lorry route to and from the Evesham area passing through the Town Centre. As a result, an Air Quality Management Area has been designated on Horsefair and Banbury Road, which could act as a constraint to new development if unresolved. An Action Plan was approved in 2008 containing a range of measures aimed at improving air quality, primarily through reduction of HGV movements. We will continue to work with the County Council to deliver these objectives (see Section 9).</p> <p><u>7.43a In recognition of the need to reduce the movement of vehicles in general and HGVs in particular through Chipping Norton, a key component of the East Chipping Norton (Tank Farm) Strategic Development Area (SDA) is the proposed delivery of an eastern link road which it is envisaged will connect the Burford Road/Charlbury Road to London Road and onto the Banbury Road to the north. As this link road is essential to the delivery of the SDA, the indicative route will be safeguarded through this Local Plan.</u></p> <p><u>7.43b Recent transport evidence commissioned by the County Council suggests that the provision of an eastern link road for Chipping Norton would not only help to mitigate the traffic impact of the additional housing at Tank Farm but would also have benefits for through traffic compared to a smaller development effectively served by a cul de sac arrangement. Furthermore, coupled with appropriate HGV restrictions on key sections it might be possible to reduce the volume of HGVs running along the High Street thereby having a potential air quality benefit for this part of the AQMA (although displacement of traffic elsewhere will require further consideration). The provision of this strategic road link is therefore a prerequisite of the proposed SDA which has been increased in size from the original draft proposal (see Section 9). Other complementary measures to mitigate the</u></p>

		<p><u>impact of development on the Town Centre and surrounding area will also be sought such as new and improved signage, junction improvements, traffic and speed management and air quality measures. Strategic highway infrastructure projects for Chipping Norton are therefore:</u></p> <ul style="list-style-type: none"> • <u>Eastern Link Road – provision of a new eastern link road for the Town connecting the A44 Banbury Road with the B4026/A361 via the A44 London Road and associated complementary measures. To be delivered as part of the proposed East Chipping Norton Strategic Development Area (SDA) – see Policy CN1.</u>
AM105	Paragraphs 7.43c – 7.43g	<p><u>Eynsham</u></p> <p><u>7.43c Proposed strategic growth to the west and north of Eynsham (see Section 9) has the potential to deliver not only a large number of new homes to meet identified needs but also provides the opportunity to deliver a number of strategic highway improvements. Whilst the proposals are at a relatively early stage it is anticipated that land to the west of Eynsham, in being brought forward as a comprehensive, strategic urban extension to the village has the potential to deliver a new western spine road connecting the A40 to the B4449 to the south of Eynsham. Subject to appropriate design and traffic management/signage this could potentially help to reduce the amount of unnecessary ‘through-traffic’ in Eynsham.</u></p> <p><u>7.43d To the north of Eynsham, the scale of the proposed new garden village settlement is such that it offers the potential to deliver a number of strategic highway improvements. This will include the provision of a new 1,000 space park and ride site being delivered as part of the Science Transit project (see ‘Public Transport’ below).</u></p> <p><u>7.43e As the garden village proposal is at a very early stage, other potential strategic improvements have not yet been determined in detail but are likely to include a new road connection with the A40, potentially linking with the proposed western spine road and thereby allowing easy access to the B4449 to the south.</u></p> <p><u>7.43f A new main road is also likely to be provided through the garden village site connecting the A40 with</u></p>

		<p><u>Cuckoo Lane and Lower Road to the east thereby allowing greater journey choice and facilitating easier access to Hanborough Railway Station. The proposed development also provides the opportunity to create an iconic 'feature bridge' across the A40 connecting the new village with Eynsham to the south. This will allow existing and new residents and employees convenient access between the two areas and into open countryside beyond.</u></p> <p><u>7.43g Essential strategic highway improvements will be identified in more detail through the proposed Area Action Plan (AAP) process (See Section 9). This will include consideration of improvements in the wider area including for example the Swinford Toll Bridge to reduce congestion at peak times; possible measures, such as automation, will require partnership working with the bridge owner. Strategic highway projects for Eynsham are therefore:</u></p> <ul style="list-style-type: none"> • <u>Western Spine Road – provision of a new western spine road connecting the A40 and the B4449. To be delivered as part of the West Eynsham Strategic Development Area (SDA) – see Policy EW1b.</u> • <u>Park and Ride – provision of a 1,000 space park and ride site on land north of the A40 (an allocated Local Growth Fund Scheme) supported by the provision of bus priority measures.</u> • <u>Other Potential improvements – to be identified in more detail through the AAP process including a potential northern link road connecting the A40 with Cuckoo Lane and Lower Road, A40 crossing/bridge and potential highway improvements in the wider area.</u>
AM106	Paragraph 7.45	<p>7.45 This is especially so over the river<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 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.</p>

Reference number	Paragraph/Policy	Additional modification
AM107	Paragraph 7.54	7.54 The County Council have identified a need for a remote park and ride in West Oxfordshire to alleviate congestion on the approaches to Oxford. A potential site has been identified at Eynsham and this is included in the Council's IDP. It is anticipated that the park and ride site will be delivered in conjunction with the improvements that are proposed to the A40 as part of the Oxfordshire science transit project, part of which is focused on tackling the current traffic problems between Eynsham and the Wolvercote roundabout on the edge of Oxford. <u>As highlighted above, the County Council have identified a need for a remote park and ride at Eynsham. It is anticipated that the park and ride site will be delivered in conjunction with the improvements that are proposed to the A40 as part of the Oxfordshire science transit project, part of which is focused on tackling the current traffic problems between Eynsham and the Wolvercote roundabout on the edge of Oxford. The new park and ride site will have 1,000 parking spaces and will form an integral part of the proposed garden village north of the A40 near Eynsham providing fast and frequent bus services into Oxford.</u>
AM108	Paragraph 7.55	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>
AM109	Paragraphs 7.57 – 7.59	7.57 There is one passenger station on the Oxford/Birmingham line at Tackley and seven on the Cotswolds and Malvern line including Long -Hanborough, Combe, Finstock, Charlbury, Ascott under Wychwood, Shipton under Wychwood and Kingham. The largest stations used by most passengers and served by the greatest number of train services are Charlbury, Kingham, Long -Hanborough and Tackley. <u>Car parking capacity is an important consideration for a number of stations.</u>

		<p><u>7.57a</u> Passenger growth on the Cotswold line has been significant with exceptional growth at Hanborough (up 239%) and at the busiest station on the line at Charlbury (up 30%)¹⁷. LTP4 highlights the fact that there is significant demand and yet further passenger growth is being suppressed by train capacity and poor access to some rural stations. There is potential for further growth with the introduction of an hourly service in December 2018. New trains will bring increased capacity with additional seating and will also achieve faster journey times, with some services from Hanborough reaching London Paddington in 63 minutes.</p> <p><u>7.57b</u> LTP4 identifies a strategic aspiration to develop Hanborough Station as a transport hub to help reduce congestion on the A40 as part of an overall package of public transport measures. To fulfil its potential, the station will require a larger car park, footbridge and new platform so any trains extended from Oxford can terminate and turnaround. To fully realise the potential of the railway, further redoubling will be required at the eastern and western ends of the line, between Wolvercot Junction and Hanborough, and from west of Evesham towards Pershore. This would allow up to three trains per hour to Hanborough and/or Charlbury and two trains per hour between London and Worcester, with a journey time under two hours.</p> <p><u>7.57c</u> In light of the proposed improvements to Hanborough Station a key element of the proposed garden village to the north of Eynsham will be the provision of improved connectivity between the new settlement and the station particularly by bus and cycle. This is addressed in more detail in Section 9.</p> <p>7.58 Notably, none of the three main towns (Witney, Carterton and Chipping Norton) is are directly served by rail although there are bus links to Kingham station from Chipping Norton and to Long Hanborough from Witney.</p> <p>7.59 <u>In addition to the improvements outlined above</u>, Oxfordshire County Council’s draft rail strategy LTP4 identifies a number of <u>other</u> potential improvements to rail services within West Oxfordshire. The District Council will continue to work in partnership with the County Council and rail providers to further investigate the potential delivery of the various schemes and aspirations that have been</p>
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¹⁷ Source: LTP4 Volume 3: Rail Strategy

		identified, particularly in line with the emerging LTP4 and the proposed final rail strategy.
AM110	Paragraph 7.61	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</u> Oxfordshire, Rural Community Council (ORCC).
AM111	Paragraphs 7.63 – 7.67	<p><u>Active Travel (Walking and Cycling)</u></p> <p>7.63 Alongside improvements to public transport, <u>encouraging-enabling</u> 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 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</p>

		<p>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 We have in In discussion with Oxfordshire County Council, <u>we have</u> identified a number of general and specific 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. and encouraging greater <u>Greater</u> use of public transport <u>can be encouraged</u> (e.g. through provision of walking <u>and cycling</u> routes to bus stops and provision of cycle parking at bus stops).</p>
AM112	Paragraph 7.72	<p>7.72 We can also influence parking through our approach towards the provision of off-street parking. National <u>planning</u> 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>

Section 8 – Environmental and Heritage Assets		
Reference number	Paragraph/Policy	Additional modification
AM113	Paragraphs 8.3 - 8.4	<p>8.3 Conserving and enhancing the quality of our landscape - whilst supporting suitably located and designed development necessary to promote the economic and social well-being of the area and its communities - are important objectives. Within the Cotswolds, <u>there is an overriding statutory duty on all public bodies to have regard to the purpose of conserving and enhancing the natural beauty of the area; national planning policy complements this by giving</u> great weight will be given to conserving <u>landscape and scenic beauty and enhancing the natural beauty, landscape and countryside</u>, not just within the AONB but also <u>within its setting</u> where development would affect <u>the AONB its setting. Advice from the Cotswolds Conservation Board, including. The statutory the</u> Cotswolds AONB Management Plan (endorsed by the District Council as supplementary guidance) and is a material consideration) and the <u>Cotswolds Conservation Board's</u> Landscape Character Assessment, Strategy</p>

		<p>and Guidelines, Position Statements such as ‘Development in the setting of the Cotswolds AONB’ and ‘Tranquillity and Dark Skies’, together with advice from the Board are is invaluable. These documents and advice are material considerations which will be taken into account in making decisions on applications affecting the AONB, along with the Council’s own landscape and design guidance (see Policy OS4).</p> <p>8.4 In accordance with national policy and guidance, major developments within the AONB will only be permitted in exceptional circumstances and where it can be demonstrated that they are in the public interest and meet the specific tests set out in policy and guidance. Importantly, there is no singular definition of major development and the Council will consider each case on its merits having regard to relevant factors including location, scale, context and design. In some instances, even relatively small-scale developments will be classed as major development and therefore only permitted in exceptional circumstances and where they can be demonstrated to be in the public interest.</p>
AM114	Paragraph 8.5	<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 2015 2013 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>
AM115	Paragraph 8.6	<p>8.6 The NCA profiles and the West Oxfordshire Landscape Assessment together with guidance in the West Oxfordshire Design Guide SPD, the Cotswolds AONB Landscape Character Assessment, Strategy and Guidelines, detailed appraisals of the landscape setting of the main towns (undertaken to inform strategic site allocations) the Historic Landscape Character Assessment (HLC) for Oxfordshire and the Oxfordshire Wildlife and Landscape Study (OWLS), should be used to inform development proposals and to ensure they respect the distinctive landscape character areas.</p>

Reference number	Paragraph/Policy	Additional modification
AM116	Paragraph 8.7	8.7 A fundamental influence upon the landscape is the underlying geology and soil which in turn affect biodiversity, agricultural land quality and productivity and water management. Protecting and enhancing our soil resources is particularly important in a predominantly rural area such as West Oxfordshire, is an essential element of sustainable development and is advocated by Government (for example, in its 'Safeguarding our Soils – A Strategy for England' and through the NPPF). See also Policy OS3 on the Prudent Use of Natural Resources and Policy EH6 on Environmental Protection.
AM117	Paragraph 8.9	8.9 It is important that these existing natural features and their settings are protected, managed and, where appropriate, supplemented by new planting of local native species, at the individual site-scale through to the wider landscape-scale. As an example of an irreplaceable habitat, ancient woodland, in particular, needs special care with buffers of additional planting of native trees of at least 15 metres between woodland and development ¹⁸ . (Figure 8.6 shows the distribution of Ancient Woodlands in West Oxfordshire.)
AM118	Paragraph 8.10	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 the early any subsequent review of this Local Plan. In the interim, the CPRE's Tranquillity Map of Oxfordshire is a useful guide in assessing areas of tranquillity, as is the Cotswolds Conservation Board's Position Statement on Tranquillity and Dark Skies which provides guidance that is also applicable to those parts of the District outside of the AONB. The Rollright Stones in the north of the District are part of a network of places recognised as Dark Sky Discovery Sites.

¹⁸ Natural England Standing Advice on Ancient Woodland 2012

Reference number	Paragraph/Policy	Additional modification
AM119	Paragraph 8.11	8.11 In addition to more general district-wide landscape considerations, there are three areas in West Oxfordshire that are given special policy attention: the Lower Windrush Valley Project Area (an area of major landscape change associated with mineral extraction and after-uses, especially for recreation, tourism and nature conservation); the Windrush in Witney Project Area (a fundamental component of the town's attractive character); and the Wychwood Project Area (a project that aims to restore the landscape character and mix of habitats associated with the Royal Hunting Forest of Wychwood). These three areas, together with the Cotswolds AONB , will continue to be identified for special landscape protection, <u>conservation</u> and enhancement (see Figure 8.2).
AM120	Paragraph 8.12 and footnote	<p><u>Biodiversity and Geodiversity</u></p> <p>8.12 The landscape and biodiversity of an area are inter-related. In the same way as West Oxfordshire has a rich and diverse landscape, so too does it contain a rich variety of habitats, which support a wide range of legally protected species, <u>priority species</u> and other wildlife (<u>including those listed in the NERC Act Section 41 list</u>). Both reflect the underlying soils and geological diversity of the area. About 4% of the District's countryside falls within sites identified for their biodiversity or geological importance, including 29 Sites of Special Scientific Interest and the internationally important Cassington Meadows Special Area of Conservation (SAC), part of the Oxford Meadows SAC¹⁹.</p>

¹⁹ The Oxford Meadows Special Area of Conservation (SAC), part of which is within West Oxfordshire's boundary, is designated by the European Commission as being of European importance for its biodiversity interest. A Habitat Regulations Assessment (HRA) concluded that in order to ensure the Local Plan will have no likely significant adverse effect on the integrity of the SAC, a partnership approach should be adopted to monitor air quality and a framework of air quality measures be adopted. ~~The HRA identified Two key issues were, however, identified:~~ air quality and recreational pressure as key issues. Further assessment of these issues will need to be made if more detailed proposals (for example through neighbourhood plans or a planning application) are likely to have a significant impact, in particular to ensure that there will not be any localised adverse effects resultant from construction or increased road trips within 200m of the European sites.

Reference number	Paragraph/Policy	Additional modification
AM121	Paragraph 8.13	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: 2013 ‘Biodiversity – Code of practice for planning and development’, provides clear guidance on biodiversity conservation and enhancement, which the Council expects will be applied as good practice. the application of which is encouraged by the Council as good practice.
AM122	Paragraph 8.15	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, individually (following the national hierarchical approach to site and species protection ²⁰) and in combination to wider ecological networks. Within the NPPF, Section 11 and Paragraph 109 and 118 are of particular relevance, along with the accompanying PPG.
AM123	Paragraph 8.16	8.16 Networks of natural habitats provide a particularly valuable resource and need protection and, where possible, reinforcement, integration and expansion, creating links between fragmented habitats to create greater coherence and resilience, not least because this will increase the opportunity for species and habitats to adapt to climate change and other pressures. Landscape features such as hedgerows, woods, rivers, meadows, ponds and floodplains can be invaluable components of these networks, providing wildlife corridors and stepping-stones in both urban and rural areas. The early identification of features of value is needed in any development proposal to ensure adequate measures are taken for their incorporation, enhancement and protection. In order to identify how such features within a development site form part of a wider ecological network, the landscape context of the site and the habitat connectivity beyond its boundaries should be taken into account.

²⁰ 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.

AM124	Paragraphs 8.17 – 8.20a	<p>8.17 A partnership of conservation bodies in Oxfordshire (formerly the Oxfordshire Nature Conservation Forum and now Wild Oxfordshire) has assessed the county’s key strategic habitats and species 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 and areas for priority species.</p> <p>8.18 In planning terms, they CTAs can be considered as potential areas of ecological constraint but and, 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 target areas CTAs 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 – Wild Oxfordshire will help to identify and establish It is intended that during the Plan period, new, locally determined, NIAs will be identified and established in the county. The CTAs, Strategic Green 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 their the 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 2015 2014 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-</p>
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		<p>surveys take place. A living list of Local Wildlife Sites is available on the Thames Valley Environmental Records website²¹.</p> <p><u>8.20a A 'State of Nature in Oxfordshire 2017' report has been published which sets out the best information available on the state of the County's natural habitats and species, including long-term trends and more recent losses and gains. This report identifies key actions and encourages a greater collective ambition for increasing the network of wild spaces, reducing pressures on the environment, halting the loss of biodiversity in the county and achieving a clear gain in nature. A more detailed action plan is to follow.</u></p>
AM125	Paragraph 8.27	<p>8.27 As a predominantly rural district, it is not surprising that West Oxfordshire has a wide variety of green space, albeit not all publicly accessible or only accessible along public rights of way. In order to achieve the widest range of linked environmental and social benefits, green infrastructure networks need to be planned and managed – More, Bigger, Better Managed and Joined. This will be particularly important for those areas of greatest potential change, e.g. the main towns <u>and villages</u> (where an accessible, green infrastructure network, close to where people live, needs to be treated as integral to the design and planning of new development); and where existing projects are already underway or emerging, e.g. the Lower Windrush Valley Project, the Cotswolds Save Our Magnificent Meadows Campaign, <u>BBOWT's Upper Thames Living Landscape Project, RSPB's Futurescapes Initiatives, the River Windrush and Evenlode Catchment Partnership Projects</u> and Conservation Target Areas. A Green Infrastructure Study (2011) has been undertaken for West Oxfordshire and further guidance on green infrastructure will be published, including identifying opportunities for partnership working, strengthening and reinforcing networks, enhancing connectivity <u>(for example through the creation, restoration and enhancement of linking habitats and 'stepping stones' through the landscape)</u> and achieving long term management. <u>The role street trees, gardens, waterways, public parks and open space can play as part of urban green infrastructure needs to be recognised.</u></p>

²¹ <http://www.tverc.org>

Reference number	Paragraph/Policy	Additional modification
AM126	Paragraph 8.27a	<u>8.27a Given the valuable contribution trees and woodland make to the character of West Oxfordshire, tree planting and woodland creation should be an important component in protecting, reinforcing and expanding the green infrastructure network. Woodland can deliver multiple benefits, including for landscape and biodiversity, quality of life, climate change and for the local economy (timber and wood fuel markets). Tree and woodland planting should be considered in locations where in keeping with the landscape character.</u>
AM127	Paragraph 8.30	8.30 Local assessments of recreation provision show some inconsistency in the quantity and quality of facilities within West Oxfordshire. Given the aim of raising recreation participation levels, especially amongst young people, combined with a growing population, there is likely to be greater demand and pressure on existing facilities, giving added emphasis to the need for their retention. The general principle of protecting existing facilities is especially relevant for open spaces with recreational value in built-up areas, where demand is greatest and replacement space can be difficult to provide (see Policy EH3a - <u>Sport, Recreation and Children’s Play</u>) Public Realm and Green Infrastructure and Policy OS5 - Supporting Infrastructure).
AM128	Paragraph 8.32 – 8.43	<p>8.32 We have already explained how as part of the overall strategy all development will be expected to give explicit consideration to the efficient, prudent use and management of natural resources including the use of sustainable construction, minimisation of waste and recycling of waste (see Policy OS3). In line with the three-step ‘energy hierarchy’ (lean, clean, green) we also need to give consideration to specific proposals relating to decentralised energy supply and the use of renewable and low carbon energy. <u>An assessment of renewable and low carbon energy for West Oxfordshire (LDA 2016) concluded that, in the short term at least, the District has the potential to deliver greater carbon savings through new renewable energy infrastructure than can be achieved through the development of new low carbon buildings.</u></p> <p>8.33 As part of its response to the challenges of both climate change and the security of energy supply, the Government is <u>remains</u> committed to increasing the use and supply of renewable and low-carbon energy, emphasising the responsibility on all communities to contribute towards energy generation</p>

		<p>from such sources. Community-led initiatives have begun to emerge locally, for example Southill Solar Community Energy, Charlbury (currently under construction) the Community Renewable Energy Strategy for Chipping Norton and Eynsham’s People Power Station Project. The Council encourages and supports such schemes.</p> <p>8.33a Community energy has the potential to deliver significant long term benefits to local communities including reduced energy bills and increased energy sustainability and security. Community energy can also help foster greater support and acceptance of renewable energy development. Developments that are genuinely led by or meet the needs of local communities will be encouraged and supported. The neighbourhood planning process provides a good opportunity for the detailed consideration of community energy schemes.</p> <p>8.33b In addition to community energy, there are also three commercial solar farms in the District (with a combined installed capacity of 62.7 megawatt), an anaerobic digestion facility and a wide range of domestic and non-domestic, small to medium scale installations generating solar, wind, hydro and biomass renewable energy.</p> <p>8.34 A study into renewable energy in West Oxfordshire (the CAG Study) identified opportunities for renewable energy technologies that generate electricity (wind, solar PV, small scale hydro) or heat (biomass, solar thermal, heat pumps) or both e.g. biomass/wood fuel Combined Heat and Power (CHP). However, the District’s high valued landscape and historic environment impose significant constraints on large scale stand-alone renewable energy development. In 2016 a study was undertaken to assess the potential for further renewable and low carbon energy development in West Oxfordshire (LDA Study 2016). The study concluded that the area has capacity to deploy further renewable generation facilities but that it is important to avoid significant adverse upon the intrinsic character of the District, to maintain an attractive and biodiversity rich environment and to protect the distinctive qualities of the District’s town and villages. The study contains detailed guidance, together with suitability maps for wind power and solar farms, which can be used to help achieve this.</p> <p>8.35 While in relation to wind development there may be some potential for larger, commercial, wind</p>
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		<p>turbines, the development pattern is more likely to be one of single turbines and small scale community owned clusters (e.g. connected through schools or village halls), scattered rather than being grouped in a particular part of the District. Similarly, the opportunities for large scale solar farms appear limited, whereas community solar clubs are becoming increasingly popular. The constraints — especially the AONB, landscape character, airfields and widely distributed settlement pattern — means each scheme will need a high level of testing. <u>Renewable and low carbon technologies occur at a wide range of scales with different characteristics affecting the relative impacts upon amenity and the natural and historic environments. Given the rich natural and historic environment of West Oxfordshire, the effect on landscape, visual, heritage and biodiversity are important considerations and need to be considered alongside the potential local economic and community benefits. The study found that environmental constraints on large-scale wind and technical constraints on district heating and energy from waste mean that to achieve significant levels of renewable energy generation, the focus will need to be on small to medium scale technologies. The use of energy storage should also be considered favourably given that it will facilitate the development of renewable energy technology across the wider electricity distribution network.</u></p> <p>8.36 — <u>Environmental and technical constraints on wind and solar power in the District, mean that to achieve significant levels of renewable energy generation, the development of biomass as a fuel source will need to play a crucial role. Biomass might be used in small scale power stations or District Energy Schemes. Biomass is a good, viable option for new build development (and existing buildings) where the necessary infrastructure such as underground pipework can be laid whilst major construction is underway.</u></p> <p>8.36 <u>In 2015 a Written Ministerial Statement (WMS) ‘Local Planning’ makes clear that for wind energy proposals , involving one or more wind turbines, planning permission should only be granted if:</u></p> <ul style="list-style-type: none"> • <u>the development site is an area identified as suitable in a Local or Neighbourhood Plan; and</u> • <u>following consultation, it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing.’ (WMS, HCWS42).</u>
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		<p><u>8.36a</u> Also in 2015, a WMS (HCWS488) included a statement about solar energy, stating that ‘any proposal for a solar farm involving the best and most versatile agricultural land would need to be justified by the most compelling evidence.’</p> <p><u>8.37</u> The LDA Study uses a Landscape Character Assessment as the basis for identifying areas that are ‘more suitable’ and ‘less suitable’ for wind and also for solar power and concludes that, while there are areas of the District that potentially may be suitable, (subject to a finer grain analysis, for example, considering scale, design and micro-siting), no work has been undertaken to demonstrate an assessment of impact upon local communities or to establish local backing. In addition, due to lack of information on Grade 3a/b agricultural land classification, further detailed assessments of agricultural land quality will be required. The Local Plan does not, therefore, identify suitable sites for wind or solar energy. The LDA Study provides useful guidance, especially for local communities wishing to investigate suitable sites for renewable energy through neighbourhood planning. Further guidance on solar energy is also available in Oxfordshire County Council’s Position Statement on Proposals for Solar PV Arrays which seeks to ensure that such proposals are appropriately sited, respect local landscape, heritage and visual amenity, mitigate transport impacts and take account of opportunities to enhance biodiversity.</p> <p>8.37—The County has a large number of small woodlands. These, together with larger woodlands and estates in West Oxfordshire and the growing of short rotation coppice, should be capable of producing enough biomass to expand the existing but small local wood fuel industry. Not only will this provide renewable, low carbon energy, there will also be local environmental and economic benefits. Further work is underway to stimulate demand and develop local, sustainable supply chains through a West Oxfordshire Wood Fuel Network and a countywide Community Woodfuel Initiative.</p> <p>8.38—When assessing applications for renewable/low carbon energy, the potential local environmental, economic and community benefits will be important considerations. Regard will also be given to scale, design, location, technology type and cumulative impact. The aim will be to minimise adverse impacts on landscape, biodiversity, heritage assets, highways and residential amenity.</p>
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		<p>8.41 — Given the limited opportunities in West Oxfordshire for large stand-alone renewable energy schemes, there is a strong need to maximise the opportunities to incorporate decentralised and renewable or low carbon energy generation within non-energy developments. Planned tightening of the Building Regulations, with rising energy efficiency and carbon standards, means new development will be moving towards zero carbon from 2016. This will help to drive decentralised energy.</p> <p><u>8.41 In West Oxfordshire there has been a high take up of the Government’s financial incentives for renewable heat installations. This may a reflection of the environmental and technical constraints on larger scale renewable developments in the District and that 15-30% of households are not connected to the gas network. Proposals for small scale renewable heat installations, particularly those making use of local biomass fuel source, will continue to be supported.</u></p> <p>8.42 — The CAG Study highlighted the potential benefits of encouraging greater use of medium and large scale decentralised energy systems to reduce local CO₂ emissions. Such systems include the provision of heat and power (CHP) or just heat (DH), the infrastructure for which can be installed at the same time as other services (water and drainage systems, etc), meaning new developments offer an ideal opportunity for such systems.</p> <p><u>8.42 The County has a large number of small woodlands. These, together with larger woodlands and estates in West Oxfordshire and the growing of short rotation coppice, should be capable of supplying enough biomass to expand the existing but small local wood fuel industry. Not only will this provide renewable, low carbon energy, there will also be local environmental and economic benefits. Further work is underway to stimulate demand and develop local, sustainable supply chains through a West Oxfordshire Woodfuel Network and a countywide Community Woodfuel Programme.</u></p> <p>8.43 — With challenging renewable electricity and heat targets, decentralised energy systems will become increasingly important, especially within the allocated Strategic Development Areas. A feasibility assessment will be required for such sites. Given the wider local benefits, the use of woody biomass will, in particular, need to be investigated.</p> <p><u>8.43 Biomass might be used in small scale power stations or District Energy Schemes. The LDA Study</u></p>
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		<p><u>concluded that, whilst retro-fitting a network is currently unviable, there may be opportunities for district heating in new development, where the necessary infrastructure such as underground pipework can be laid whilst major construction is underway. A study by CAG into renewable energy in West Oxfordshire and Cherwell (the CAG Study 2009) concluded that decentralised energy systems are likely to become increasingly important, especially within the larger allocated strategic sites. They recommend that feasibility assessments should be undertaken for larger sites in the Districts to encourage the provision of decentralised energy systems, as allowed for by Section 1(a) and (b) of the Planning and Energy Act 2008. Given the wider local benefits, the use of woody biomass should, in particular, be investigated. The Cherwell Local Plan 2011-2031 adopted CAG’s recommended policy approach in 2015, including in relation to decentralised energy; Policy EH4 provides a consistent approach between neighbouring authorities.</u></p>
AM129	Paragraphs 8.48 – 8.50	<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. Flooding from surface water drainage, ground water and sewers also occurs. A Level 1 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. <u>Flooding from surface water drainage, ground water and sewers also occurs. A Level 1 Strategic Flood Risk Assessment (SFRA) was produced in 2009, in conjunction with the Environment Agency, to provide information 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.</u></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. <u>This has fed into the Oxford Local Risk Management Strategy.</u></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 taking account of climate change. (The Government has published technical guidance, alongside the NPPF, giving further advice on flood risk. Much of this is summarised in the West Oxfordshire Level 1 SFRA 2016) 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>
AM130	Footnote to paragraph 8.51	<p>8.51 The aim of the Sequential Test is to steer new development to areas with the lowest probability of flooding²². Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed 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.</p>
AM131	Paragraphs 8.54 – 8.55	<p>8.54 All development at risk of flooding will require a flood risk assessment and must be designed to be flood resilient and resistant, for example, through raising floor levels, designing buildings to withstand the effects of flooding and achieve safe access and escape routes. Section 7 of the 2016 SFRA contains a useful Flood Risk Assessment Checklist and Section 8 addresses managing and mitigating flood risk.</p> <p>8.55 Development should not result in an increase in surface-water run-off and, where possible, should demonstrate betterment in terms of rate and volumes of surface water. National advice, the SFRA and the West Oxfordshire Design Guide provide guidance on the use of Sustainable Drainage Systems (SuDS): drainage systems that mimic natural patterns and can ease surface water run-off, helping to</p>

²² [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](#)

		avoid soil erosion, control pollution, <u>improve water quality, reduce pressures on sewer infrastructure</u> and enhance biodiversity. In 2014 the Government made clear that it expected SuDS to be provided in all new development, being given particular priority for developments in areas at risk of flooding.
AM132	Paragraph 8.57	8.57 The need for water management is especially relevant for West Oxfordshire, not just associated with the issue of flood risk (as exemplified by the summer floods of 2007) but equally water scarcity at times of drought. The District lies within an area of ‘serious’ water stress where there are limited water resources and yet a high and growing demand for water. <u>This has been confirmed in evidence prepared in support of the Local Plan.</u> ²³ Policy OS3 - Prudent Use of Natural Resources seeks to maximise the efficient use of water <u>including application of the optional building regulation regarding water efficiency. The implementation of this requirement is supported by the Environment Agency</u>
AM133	Paragraph 8.59	8.59 While in general West Oxfordshire’s air quality is good, there are specific areas experiencing problems, mainly attributable to road transport. Addressing air quality issues is, therefore, complementary to the aim of reducing the need to travel, achieving a <u>modal shift towards walking and cycling (with added physical and mental health benefits), a</u> reduction in transport emissions and addressing climate change. Poor air quality is linked to respiratory illness, heart disease and asthma.
AM134	Paragraph 8.60a	<u>8.60a The Council is committed to working with other local authorities, land managers, and strategic highway authorities to develop a framework by which air quality measures can be linked to monitoring of the air quality in the Oxford Meadows SAC before, and for a number of years after, introduction of the measures, such that further measures can be devised if the air quality does not improve.</u>

²³ West Oxfordshire Water Cycle: Phase 1 Scoping Study (AECOM 2016)

Reference number	Paragraph/Policy	Additional modification
AM135	Paragraph 8.66	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. This is an important consideration for the Chipping Norton area due to the designation of the Rollright Stones as a Dark Sky Discovery Site (See also Policy EH1).
AM136	Paragraph 8.69	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. The West Oxfordshire Level 1 Updated Strategic Flood Risk Assessment (AECOM2016) and the West Oxfordshire Water Cycle Study: Phase 1 scoping study (AECOM 2016) provide further information and guidance in relation to the water environment.
AM137	Paragraphs 8.70 – 8.74	<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 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 than including the use of alternatives to 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 Development Framework Local Plan. We will continue to engage with the County</p>

		<p>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. There is an identified need for a medium-scale recycling/re-use facility in the northern part of the District. <u>There 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 <u>Development Framework Local Plan</u>. Some new facilities may be satisfactorily accommodated on existing employment sites.</p>
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Section 9 – Strategy at the Local Level		
Reference number	Paragraph/Policy	Additional modification
AM138	Paragraph 9.2.6	9.2.6 Whilst there are some further opportunities for housing within the built up area of the town <u>Witney</u> , these are relatively limited and to accommodate future housing needs there is a need to develop on the fringes of the town on Greenfield land. This needs to be carefully balanced with the need to protect the town’s setting and the separate identity of nearby villages. <u>There are some further development opportunities within the rest of the sub-area although these are relatively modest in scale.</u>
AM139	Paragraph 9.2.7	9.2.7 The Witney sub-area plays an important economic role containing around 35% <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 residents²⁴</u> . Notably, there are more job opportunities than resident workers²⁵. 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.
AM140	Paragraph 9.2.9	9.2.9 Around 10-8 hectares of land remains on several sites within the large employment area to the west of the town. However, much of this is earmarked for the future expansion of existing businesses meaning it is not available to facilitate inward investment from outside of the District. An additional 10 hectares is proposed as part of the committed urban extension at West Witney (see Figure 9.6) and will meet a significant proportion of future business land requirements in the town, benefitting from improved access onto the A40 via a new junction at Down’s Road (see below). <u>In the longer-term, the delivery of this new junction could also unlock further employment land potential to the west of Down’s Road. This would need to be considered alongside other reasonable alternatives through a review of the Local Plan.</u>

²⁴ Economic snapshot and outlook report

²⁵ Economic snapshot and outlook report

Reference number	Paragraph/Policy	Additional modification
AM141	Paragraph 9.2.12	<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. A recent An award of £35m through the Local Growth Fund will be used to facilitate-deliver 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>
AM142	Paragraph 9.2.23	<p>9.2.23 The growth of Witney in recent years has placed these services and facilities under increasing pressure and careful consideration is needed in terms of the impact of additional housing and business growth. This is a particularly important consideration for Witney which is intended to accommodate the majority a significant proportion of future development in the District to 2031.</p>
AM143	Paragraph 9.2.24	<p>Scope for Future Expansion</p> <p>9.2.24 Opportunities for major development within the built up area of the town are relatively limited. This means that development on the fringes of the town will be required to meet future needs. Land to the west of the town (north Curbridge) is already committed and will deliver 1,000 homes and 10 hectares of new business land. The remaining options considered through the Local Plan process are to the south, east, north-east and north of the town. Opportunities for major development within the built up area of the town are relatively limited. This means that development on the fringes of the town will be required to meet future needs. Land to the west of the town (north Curbridge) is already committed, incorporating 1,000 homes and 10 hectares of new business land but it is quite possible that a modest increase in the number of homes (e.g. to around 1,100) could be achieved as detailed planning applications are dealt with. The remaining strategic options considered through the Local Plan process are to the south, east, north-east north and further west of Witney. There are some further development opportunities within the rest of the sub-area although these are relatively modest in scale.</p>

Reference number	Paragraph/Policy	Additional modification
AM144	Paragraph 9.2.25	<p style="text-align: center;">Key Issues – Summary</p> <p>9.2.25 Drawing on the brief profile outlined above we can identify a number of key issues and challenges to be addressed in relation to the Witney sub-area. These include:</p> <ul style="list-style-type: none"> • This is the smallest of the five sub-areas but is the most densely populated with most people living in the main town Witney; • Witney is a key service centre with other nearby settlements looking to it for their principal needs; • Witney is a vibrant and historic town and the protection of its setting and the individual identities of nearby villages is a key consideration; • Major housing development has taken place at Witney in the last 30 years doubling the population; • Property prices although not as high as some parts of the District are still high compared to the national average; • There is a high level of affordable housing need with Witney being the preferred location for almost half of the Council’s housing waiting list; • Witney is a priority location for the provision of specialist housing for adults with care and support needs; • This sub-area plays an important economic role, particularly Witney which provides most of the District’s job opportunities <u>and economically active residents</u> with a particularly strong presence of manufacturing and engineering; • There is currently an imbalance of homes and jobs with more job opportunities than resident workers; • Although there is additional business space available, much of this is already earmarked for the expansion of existing businesses rather than inward investment; • Witney is a key shopping and leisure destination with scope for additional shopping provision in the medium to long-term although parking capacity in the Town Centre is an issue at peak times; • Traffic congestion is a key issue for this area both in the centre of Witney and on the A40 <u>toward Oxford</u>; • Flood risk is an important issue due to the presence of the River Windrush; • This is an environmentally sensitive area with a number of local designations and a small element of

		<p>the Cotswolds Area of Outstanding Natural Beauty (AONB);</p> <ul style="list-style-type: none"> • There are significant mineral resources (sand and gravel) within the Lower Windrush Valley and the after-use of quarry sites presents good opportunities for suitable forms of informal recreation; • Heritage is also <u>The conservation and enhancement of the historic environment is</u> an important issue in this area <u>which includes many heritage assets such as</u> with a number of Conservation Areas, Scheduled Monuments and Listed Buildings; • There is an extensive range of infrastructure primarily at Witney but major growth in recent years has placed this under increasing pressure and future development will need to ensure that appropriate measures are put in place; • Relatively limited development opportunities within Witney mean that the development of Greenfield land on the edge of the town will be required to meet future needs. <u>There are some further development opportunities within the rest of the sub-area although these are relatively modest in scale.</u>
AM145	Paragraph 9.2.26	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>
AM146	Paragraphs 9.2.27 – 9.2.28	<p><u>Housing</u></p> <p>9.2.27 In terms of future housing provision the indicative requirement anticipated housing delivery for this sub-area is 3,700 <u>4,702</u> new homes in the period 2011 – 2031. In accordance with the overall strategy, the majority of these new homes will be located at Witney which is ranked as the District’s most sustainable settlement²⁶ and offers a number of opportunities for further development.</p> <p>9.2.28 It is anticipated that the overall requirement will be met through a combination of homes already completed (2011 – 2014), existing commitments, sites identified in the Council’s SHLAA²⁷, windfall development and two allocated Strategic Development Areas (SDAs). This is summarised in the table below. It is anticipated that this will be provided through a combination of homes already completed (2011 – 2017), existing commitments, windfall development, two allocated Strategic Development Areas (SDAs) and two ‘non-strategic’ housing allocations. This is summarised in the table below.</p>

²⁶ West Oxfordshire Settlement Sustainability Report 2014

²⁷ ~~Strategic Housing Land Availability Assessment (SHLAA)~~

Further sites will also be identified through any subsequent review of this Local Plan.

AM147

Table 9.1

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

Witney sub-area indicative housing requirement	3,700
Homes already completed (2011 – 2014)	154
Existing planning commitments as of 1 st February 2015 including:	1,567
<ul style="list-style-type: none"> • West Witney (1,000) • Coral Springs (185) • Buttercross Works (148)* • Springfield Nursery (36) • Other permissions (198) 	
East Witney Strategic Development Area (SDA)	400
North Witney Strategic Development Area (SDA)	1,000
Identified SHLAA capacity	164
Windfall allowance (25 per year 2015 – 2031)	400
Total	3,685

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

			<u>Homes already completed (2011 – 2017)</u>	<u>600</u>	
			<u>Existing large planning commitments at 1st April 2017 (10 or more units):</u>	<u>1,772</u>	
			<ul style="list-style-type: none"> • <u>North Curbridge (West Witney) (1,000)</u> • <u>Land at Downs Road, Curbridge (257)</u> • <u>Land off Well Lane, Curbridge (14)</u> • <u>Standlake Road, Ducklington (24)</u> • <u>Land west of Minster Lovell (85)</u> • <u>Land at Northfield Farm, Witney (4)*</u> • <u>Springfield Nursery, Witney (13)*</u> • <u>Dark Lane, Witney (14)</u> • <u>Land at Thorney Leys, Witney (26)</u> • <u>Land north of Springfield Oval, Witney (75)</u> • <u>Land north of Burford Road, Witney (260)</u> 		
			<u>Existing small planning commitments at 1st April 2017 (less than 10 units)</u>	<u>114</u>	
			<u>Local Plan Allocations</u>		
			<u>WIT1 - East Witney Strategic Development Area (SDA)</u>	<u>450</u>	
			<u>WIT2 - North Witney Strategic Development Area (SDA)</u>	<u>1,400</u>	
			<u>WIT2a - Woodford Way Car Park, Witney</u>	<u>50</u>	

		<table border="1"> <tr> <td><u>WIT2b - Land West of Minster Lovell**</u></td> <td><u>125 (net gain of 40 units as 85 units already listed in commitments above.)</u></td> </tr> <tr> <td><u>Anticipated windfall (2017– 2031)</u></td> <td><u>276</u></td> </tr> <tr> <td><u>TOTAL ANTICIPATED HOUSING DELIVERY</u></td> <td><u>4,702</u></td> </tr> </table> <p><u>*remaining units forming part of a larger scheme</u></p>	<u>WIT2b - Land West of Minster Lovell**</u>	<u>125 (net gain of 40 units as 85 units already listed in commitments above.)</u>	<u>Anticipated windfall (2017– 2031)</u>	<u>276</u>	<u>TOTAL ANTICIPATED HOUSING DELIVERY</u>	<u>4,702</u>
<u>WIT2b - Land West of Minster Lovell**</u>	<u>125 (net gain of 40 units as 85 units already listed in commitments above.)</u>							
<u>Anticipated windfall (2017– 2031)</u>	<u>276</u>							
<u>TOTAL ANTICIPATED HOUSING DELIVERY</u>	<u>4,702</u>							
AM148	Paragraphs 9.2.29 – 9.2.31	<p><i>Past completions, existing commitments, SHLAA sites and windfall</i></p> <p>9.2.29 In the first three years of the plan period (2011 – 2014) a total of 154 homes were completed in the Witney sub-area. As of 1st February 2015, a further 1,567 homes are already committed²⁸ through the planning process. The largest of these sites is West Witney (north Curbridge) which was allocated as a reserve site in the adopted Local Plan and will deliver 1,000 new homes plus 10 hectares of new employment land. In the first six years of the plan period (2011 – 2017) a total of 600 homes were completed in the Witney sub-area. As of 1st April 2017, a further 1,886 homes are already committed through the planning process²⁹. This includes 1,772 homes on larger sites (i.e. 10 or more units) and 114 homes on smaller sites (i.e. less than 10 units). The largest committed site is the proposed West Witney (north Curbridge) urban extension which was allocated as a reserve site in the adopted Local Plan. The outline consent envisages the provision of 1,000 new homes plus 10 hectares of new employment land although it is possible that through detailed planning applications the number of new homes could increase to around 1,100.</p> <p>9.2.30 In addition, the Council's SHLAA (June 2014) identifies capacity for around 164 new homes on a number of sites in Witney. These include:</p> <ul style="list-style-type: none"> • Bus Depot and Garage, Corn Street 						

²⁸ i.e. already benefit from planning permission or a resolution to grant planning permission subject to a legal agreement

²⁹ i.e. already benefit from planning permission or a resolution to grant planning permission subject to a legal agreement

		<ul style="list-style-type: none"> ● Scrap Yard, West End ● Welch Way ● Thames Water Depot, Dark Lane ● Woodford Way car park ● Land at the Woolgate Centre <p>9.2.31 It is also considered appropriate to include a ‘windfall’ allowance to cater for unidentified sites expected to come forward for housing over the period of the Local Plan. Based on past evidence, a reasonable estimate is that such schemes would provide 25 homes per year within the Witney sub-area over the remaining period of the Local Plan (2015 – 2031) thereby providing an additional 400 new homes. In addition to past completions and existing commitments it is reasonable to include a ‘windfall’ allowance to cater for unidentified sites expected to come forward for housing over the period of the Local Plan. Based on past evidence of historic rates of windfall delivery by sub-area, it is reasonable to expect delivery of at least 276 units from unidentified windfall sites in the period 2017 - 2031.</p>
AM149	Paragraphs 9.2.32 – 9.2.33	<p><i>Strategic Development Areas (SDAs)</i></p> <p>9.2.32 Because there is relatively limited capacity for further housing development within the built up area of Witney, it will be necessary for development to take place on undeveloped land on the edge of the town. Land to the west of Witney (north Curbridge) was identified as a reserve site in the previous Local Plan and is now a firm commitment, expected to deliver <u>at least 1,000 homes within the plan period and possibly more as detailed planning applications are dealt with.</u> in the period up to 2023 at a rate of around 150 per year.</p> <p>9.2.33 Throughout consultation on this Local Plan, views have been sought on four further options for expanding Witney including land to the south, east, north-east and north of the town. Following detailed consideration and analysis, the Council has concluded that land to the east of Witney which falls within Witney Parish and land to the north of Witney which falls within Hailey Parish, represent the most sustainable options for future strategic growth. As such it is proposed that these sites are allocated for 400 homes and 1,000 homes respectively. Throughout the preparation of this Local Plan, a number of other options for strategic extensions to Witney have been considered including land further land to the west, south, east, north-east and north of the town. Following detailed</p>

		<p><u>consideration and analysis, the Council has concluded that land to the east of Witney which falls within Witney Parish and land to the north of Witney which falls within Hailey Parish, represent the most sustainable options for future strategic growth. As such it is proposed that these sites are allocated for 450 homes and 1,400 homes respectively.</u></p>
AM150	Paragraphs 9.2.34 – 9.2.34a	<p>East Witney Strategic Development Area (SDA) – 400 450 homes (Witney Parish)</p> <p>9.2.34 Land to the east of Witney is allocated for the delivery of 400 new homes. The site has no significant environmental or heritage constraints, is well located in relation to the Town Centre and provided the extent, scale and design of development is sensitively controlled, will not have a significant landscape impact. Importantly, the development will be required to deliver west facing slip roads at the Shores Green junction onto the A40 which will allow traffic using the junction to travel both east and west. <u>Land to the east of Witney is allocated for the delivery of 450 new homes. The site has no significant environmental or heritage constraints, is well located in relation to the Town Centre and provided the extent, scale and design of development is sensitively controlled, will not have a significant landscape impact. Importantly, the west facing slip roads at the Shores Green junction onto the A40 will need to be delivered alongside the development in order to help manage the impact of the development.</u></p> <p>9.2.34a <u>The Shores Green improvements allow traffic using the junction to travel both east and west. A financial contribution towards the slip roads has already been secured from another housing development north of Burford Road in Witney and the East Witney SDA provides another mechanism by which the slip roads can be delivered. The development itself is able to deliver the ‘off-slip’ through a planning obligation and an appropriate financial contribution will be sought towards the ‘on-slip’ potentially as part of a wider strategic transport infrastructure fund/package for Witney.</u></p>
AM151	Paragraph 9.2.37	<p>9.2.37 The remaining homes (€-370 c. 420) will be provided on the land known as Cogges Triangle, subject to consideration of the likely traffic impact on Witney in particular Bridge Street and an agreed strategy for the <u>delivery of the Shores Green junction improvements. The precise quantum of development on both sites will depend on a number of issues including landscape and heritage impact, surface water run-off and traffic impact. A balanced mix of housing types including affordable housing will be sought together with the provision of essential supporting necessary</u> infrastructure to mitigate the impact of the development.</p>

Reference number	Paragraph/Policy	Additional modification
AM152	Paragraph 9.2.38	<p>North Witney Strategic Development Area (SDA) – 1,000 1,400 homes (Hailey Parish)</p> <p>9.2.38 Land to the north of Witney is allocated for the delivery of 1,000 1,400 homes. The site is considered to be well-related to the main services and facilities of Witney, has no major ecological or heritage constraints and based on the proposed quantum of growth, will not have a significant landscape impact. Importantly, the development will be required to deliver <u>require the delivery of</u> the West End Link (WEL) a second river crossing for Witney together with a new northern distributor road <u>connecting Hailey Road to New Yatt Road and onto Woodstock Road.</u></p>
AM153	Paragraphs 9.2.40 – 9.2.40b	<p>9.2.40 The site comprises two separate parcels, a larger area of land (49ha) between Hailey Road and New Yatt Road and a smaller parcel between New Yatt Road and Woodstock Road (7ha). It is anticipated that the smaller site will deliver up to 200 homes with the remaining 800 homes being provided on the larger site. The proposed site allocation comprises three separate parcels of land, a larger area of land (c. 49ha) between Hailey Road and New Yatt Road a parcel between New Yatt Road and Woodstock Road (c. 7ha) and a smaller parcel of land west of Hailey Road (c. 4ha). It is anticipated that across the allocation as a whole, around 1,400 homes could be provided.</p> <p><u>9.2.40a The land west of Hailey Road is capable of accommodating around 100 new homes, the land between Hailey Road and New Yatt Road, around 1,100 homes and the land between New Yatt Road and Woodstock Road around 200 homes.</u></p> <p><u>9.2.40b In addition to the proposed site allocation shown on Figure 9.4, there may also be some potential for further development on the land further north between New Yatt Road and Woodstock Road. The site has not been promoted for development through the Council’s housing land availability assessment and has therefore not been included within the allocation but in principle may be suitable subject to there being a demonstrable benefit e.g. in terms of improved highway access arrangements and Green Infrastructure provision.</u></p>

Reference number	Paragraph/Policy	Additional modification
AM154	Paragraphs 9.2.41 – 9.2.42	<p>9.2.41 Key considerations for this site include flood risk, ecology, landscape impact, traffic-transport impact, deliverability and phasing. <u>Consideration of the archaeological significance of the area, including historic landscape, will also be needed.</u></p> <p>9.2.42 In terms of flood risk, evidence³⁰ suggests that there is scope to reduce surface water run-off from the site itself through the use of sustainable drainage and potential off-site enhancements. <u>The site promoter has identified land to the north of the SDA boundary which could be used for the purpose of off-site storage.</u> Although the associated West End Link falls within an area of designated floodplain, it is classed as ‘essential infrastructure’ and there are no sequentially preferable alternatives available (other than the <u>A40/Shores Green slip roads scheme</u> which is also being taken forward).</p>
AM155	Paragraph 9.2.45	<p>9.2.45 In terms of landscape impact, evidence³¹ prepared in support of the Local Plan suggests that the proposed quantum of development (1,000 homes) is able to be accommodated on the site without undue adverse impact. A detailed landscape and visual impact assessment would however be required in support of any future application. In terms of landscape impact, evidence³² prepared in support of the Local Plan suggested that the originally proposed quantum of development (1,000 homes) was able to be accommodated on the site without undue adverse impact. Taking account of the additional development capacity provided by the inclusion of land west of Hailey Road, a modest increase in the extent of the developable area to the north (see Figure 9.4) and slightly higher density assumptions, it is considered that around 1,400 homes can be delivered on the site whilst ensuring an acceptable degree of impact in landscape terms. A detailed landscape and visual impact assessment would however be required in support of any future application to determine the most appropriate form and layout of development which would ultimately influence final housing numbers.</p>

³⁰ North Witney and WEL Level 2 Strategic Flood Risk Assessment (2015)

~~³¹ Kirkham Associates Landscape and Visual Review of Submissions for Carterton and Witney Strategic Development Options (2012)~~

~~³² Kirkham Associates Landscape and Visual Review of Submissions for Carterton and Witney Strategic Development Options (2012)~~

Reference number	Paragraph/Policy	Additional modification
AM156	Paragraph 9.2.48	<p>9.2.48 As a large site, development of the North Witney SDA is likely to fall into a number of phases. There is already a current planning application on part of the site for 200 dwellings which is likely to form 'Phase 1' (subject to a comprehensive masterplan/delivery framework for the whole site). Because of the lead-in times associated with larger strategic sites, it is likely that the <u>With regard to phasing, it is proposed that the larger part majority</u> of the site will be phased to come forward later in the plan period after 2021 unless delivery can be accelerated. This phased approach will <u>Delivery of the bulk of development in the medium to long-term would however offer the following advantages:</u></p> <ul style="list-style-type: none"> • help to ensure that housing delivery is provided evenly across the whole of the Local Plan period; • ensure the traffic-transport impact of the scheme is minimised by allowing for the new <u>A40/Down's Road junction and A40/Shores Green improvements to come forward first;</u> • allow time for the east and west Witney schemes to come forward in advance (and thereby avoid market saturation in the Witney area); and • allow time for the West End Link element of the scheme to be phased in <u>appropriately as an integral part of the development. ahead of the majority of development coming forward.</u>
AM157	Paragraphs 9.2.49 – 9.2.51c	<p>Alternative Options <u>for Strategic Growth at Witney</u></p> <p>9.2.49 Two other main options have been considered for the expansion of Witney including land to the south and land to the north east of the town. Having regard to the overall housing requirement and evidence prepared in support of the Local Plan³³ these sites have not been allocated. In terms of alternative strategic directions of growth at Witney, several other options have been considered including land to the south and land to the north east of the town as well as land to the west of Downs Road. Having regard to the overall housing requirement and evidence prepared in support of the Local Plan³⁴ these sites have not been allocated at this point but will be re-considered alongside any other reasonable alternatives as part of any subsequent review of this Local Plan.</p>

³³ ~~West Oxfordshire Assessment of Strategic Site Options Update (February 2015); Sustainability Appraisal of Pre-Submission Draft West Oxfordshire Local Plan (Enfusion February 2015)~~

³⁴ ~~West Oxfordshire Assessment of Strategic Site Options Update (February 2015); Sustainability~~

		<p>9.2.50 Land to the south of Witney which straddles the boundaries of Ducklington and Curbridge Parishes, whilst physically proximate to the town centre and main employment areas in the south is segregated from the town by the A40. There are concerns regarding noise, odour and landscape impact and unlike the alternative options, the scheme would not deliver any strategic highway improvements for Witney.</p> <p>9.2.51 Land to the north east of Witney which straddles the boundaries of Witney Parish and South Leigh Parish is highly sensitive in terms of landscape impact and importantly, in terms of deliverability, there is some uncertainty in relation to the assembly of land needed to provide satisfactory access arrangements onto Jubilee Way.</p> <p><u>9.2.51a Land to the west of Downs Road is at present rather divorced and isolated from the existing built area of Witney. However, when the committed urban extension at West Witney (North Curbridge) is completed, the context of the site will change and it could potentially form a logical urban extension to the town.</u></p>
AM158	Paragraph 9.2.51d	<p><u>Non-Strategic Housing Allocations</u></p> <p><u>9.2.51d In order to help meet identified housing needs, in addition to the two strategic development areas outlined above, two smaller site allocations are proposed in the Witney sub-area; Woodford Way Car Park at Witney and Land to the west of Minster Lovell, near Witney.</u></p>
AM159	Paragraphs 9.2.51e – 9.2.51f	<p><u>Woodford Way Car Park (50 homes)</u></p> <p><u>9.2.51e This site is currently in use as a surface level car park close to the centre of Witney on Woodford Way. It is a highly sustainable location for residential development being within easy walking and cycling distance of a broad range of services and facilities. The principle of residential development on the site has previously been accepted through a planning permission although this has now lapsed. The proposed site allocation is shown in Figure 9.4a below.</u></p> <p><u>9.2.51f Whilst not available in the short term, it is reasonable to expect that a residential scheme could come forward on this site within the plan period most likely as part of a mixed-use scheme including other</u></p>

Appraisal of Pre-Submission Draft West Oxfordshire Local Plan (Enfusion February 2015); SA Addendum Report (Enfusion 2016); SHELAA (2016)

		<u>suitable and compatible town centre uses. The southern part of the site falls within Flood Zone 2 and is a key consideration for any future redevelopment.</u>
AM160	Paragraphs 9.2.51g – 9.2.51h	<p><u>Land west of Minster Lovell (125 homes)</u></p> <p><u>9.2.51g This is a greenfield site currently in agricultural (arable) use on the western side of Minster Lovell near Witney. The site is just under 8 ha in size in total but the southern portion of the site would primarily be designated as public open space. The anticipated number of dwellings is around 125. Minster Lovell is a sustainable settlement close to Witney and also offering its own range of service and facilities.</u></p> <p><u>9.2.52h Importantly, the site is next to an existing area of relatively dense, more modern development that is not characteristic of the historic core of Minster Lovell which has a very linear form and single plot depths running along the B4477 reflecting the chartist origins of the settlement. The scale of proposed development is such that it would integrate with rather than dominate the existing village. The development also offers the opportunity to enhance the western edge of the settlement on the approach to Minster Lovell along the B4047 Burford Road. The proposed allocation is shown in Figure 9.4b below.</u></p> <p><u>9.2.52i The site is the subject of a current planning application demonstrating clear developer interest in bringing the site forward in the short-term. Key considerations for the site include the mitigation of landscape and visual impact including views from the Cotwolds AONB to the north, ensuring effective integration with the existing village and the need to reflect the existing pattern of development including the provision of open space on the southern portion of the site.</u></p>
AM161	Paragraphs 9.2.53 – 9.2.53a	<p>9.2.53 In accordance with the overall strategy, Witney will be the main <u>a key</u> focus for additional business and employment opportunities over the period of the Local Plan. There is 10 <u>around 8</u> hectares of existing business land to the west of the town but much of this is unavailable having been set aside for the expansion of existing businesses. An additional 10 hectares of new business floorspace will be provided as part of the committed urban extension at West Witney (north Curbridge).</p> <p><u>9.2.53a In the longer term, there may be potential for further business land provision to the west of Downs Road. Part of the land adjoins an existing industrial area which includes number of leading local employers including Chris Hayter Transport and Stewart Milne Timber Systems. A further extension of</u></p>

		<u>this area to the south and west would be logical in planning terms and could provide the opportunity to deliver an additional road connection between Downs Road and the B4047. There is also scope for additional business land to be provided around the new Downs Road/A40 junction.</u>
AM162	Paragraphs 9.2.58 – 9.2.59	<p>9.2.58 A number of strategic highway improvement schemes are proposed to complement the improvements that were made to the Ducklington Lane junction in 2014. These include:</p> <ul style="list-style-type: none"> • <u>A40/Downs’s road-Road</u> junction – the provision of a new ‘all movements’ junction onto the A40 at Downs’ Road to the west of Witney. This will be delivered as part of the committed urban extension to the west of Witney (north Curbridge). • <u>A40/Shore’s Green Western</u> Slip Roads - the provision of west facing slip roads at the Shore’s Green junction onto the A40 to the east of Witney. This will be delivered <u>facilitated by new development including primarily as part of</u> the proposed East Witney Strategic Development Area (SDA) • West End Link <u>Road (WEL)</u> – the provision of a new road link between Woodford Way and West End creating a second river crossing for Witney. This will be <u>facilitated by new development including primarily delivered as part of</u> the proposed North Witney Strategic Development Area (SDA) • Northern Distributor Road – the provision of a new road link between Hailey Road and Woodtock Road via New Yatt Road. This will be delivered as part of the proposed North Witney Strategic Development Area (SDA) <p>9.2.59 It is anticipated that this ‘package’ of strategic highway improvements will help to mitigate the impact of planned housing and business growth in Witney and provide a significant improvement to the flow of vehicles in and around the town. <u>It is proposed that a strategic transport strategy and fund will be created for Witney in conjunction with the County Council as highway authority.</u> Other ‘non-strategic’ highway improvements will be sought as appropriate through new development including those identified in the IDP.</p>

AM163	Paragraphs 9.2.66 – 9.2.67	<p>9.2.66 We will seek to raise the profile of Witney as a visitor destination investigating opportunities for additional accommodation and visitor related facilities such as coach drop off and waiting facilities. There is a need to enhance the market town character and ensure that the centre remains attractive and accessible to all through investment in the public realm, particularly in the Market Square and Corn Street.</p> <p>9.2.66a The historic significance and special qualities of the Conservation Area, which encompasses the town centre, should be conserved and enhanced through development proposals which respect the architectural quality, established fabric and heritage assets emblematic of the area.</p> <p>9.2.67 <u>There is a need to enhance the market town character and ensure that the historic centre remains attractive whilst striving to improve accessibility to all through investment in the public realm, particularly in the Market Square and Corn Street. The town centre will be enhanced through improvements to the public realm including improved street furniture, sympathetic shop fronts and the de-cluttering of signage.</u> This will be enabled by developer contributions or other funding and may include opportunities for public art. The provision and management of free car parking is significant to the attractiveness of the town centre. Significant new development which creates additional car parking demands in the town centre will be required to contribute to increasing public car parking provision alongside improvements to bus, pedestrian and cycle infrastructure.</p>
AM164	Paragraph 9.2.70	<p>9.2.70 In determining future development proposals, the Council will have significant regard to the potential impact on the environment, particularly where the proposed development would affect a designated area. In accordance with Policy EH1<u>a</u> and national policy, any proposed development within the AONB will be expected to conserve <u>and enhance</u> landscape and scenic beauty. and major Major developments will only be permitted in exceptional circumstances and where it can be demonstrated that they are in the public interest.</p>
AM165	Paragraph 9.2.72	<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 preserve <u>conserve</u> or enhance the District’s heritage assets and their significance and settings.</p>

Reference number	Paragraph/Policy	Additional modification
AM166	Paragraph 9.2.77	9.2.77 In accordance with Policy OS5, we will seek to ensure that all new development within the Witney sub-area is supported by appropriate and timely provision of essential necessary supporting infrastructure.
AM167	Paragraph 9.3.2	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 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.
AM168	Paragraphs 9.3.4 – 9.3.6b	<p>9.3.4 Most of the existing housing within this sub-area is located in Carterton. Military housing was built in the town after the Second World War, followed by extensive areas of private housing from the 1980s to recent times. Housing was primarily built within the low density structure of the original settlement until this century when the North East Carterton Development Area (Shilton Park) extended the town onto adjoining agricultural land providing around 1,500 new homes. A further 1,000 <u>950</u> new homes are currently proposed through two committed schemes on the edge of Carterton <u>including 700 to the east and 250 to the north-west.</u></p> <p>9.3.5 Although many RAF service personnel live on the base, there are several areas of MOD housing within Carterton including the areas around Stanmore Crescent (REEMA Central) and Northwood Crescent (REEMA North) <u>as well as land around York Road, Carr Avenue, Lyneham Close, Northolt Road and Bovingdon Road. These areas are illustrated on Figure 9.10.</u> Some of this housing is built at low density and poorly designed. and the <u>The</u> redevelopment of MOD housing has been highlighted as a priority throughout the preparation of this Local Plan <u>and it is important to the successful progress of Carterton as a thriving town.</u></p> <p><u>9.3.5a If areas of older, low density poor quality MOD housing are able to be redeveloped, it would provide additional housing to meet identified needs and would also improve the appearance and perception of the town. New homes in central locations would also support the vitality and viability of the Town Centre and local services and facilities including Carterton Community College.</u></p>

		<p>9.3.6 One of the sites (REEMA North) has recently been cleared to provide 200 new homes for service personnel. Once the development is complete (expected in 2016) the adjoining site (REEMA Central) will be made available to the open market for potential redevelopment for housing. One of the MOD sites (REEMA North) has recently been cleared to provide 200 new homes for service personnel. The development had originally been expected to be complete in 2016 but has been delayed for funding reasons. In terms of dwelling numbers, it is reasonable to consider that through a more innovative design and improved housing mix, more than 200 homes could be provided on the site. Discussions with the MOD are ongoing about a potential way forward for this site.</p> <p><u>9.3.6a Part of the adjoining site (REEMA Central) has been declared surplus to MOD requirements and made available to Annington Homes who are currently progressing a market housing scheme of 135 dwellings (net gain of 81 dwellings). The remainder of the site is likely to be made available to Annington Homes over the course of the plan period.</u></p> <p><u>9.3.6b The Council will work pro-actively with the MOD, Defence Infrastructure Organisation (DIO) and Annington Homes in order to maximise the delivery of new housing on the two REEMA sites and to further investigate the possibility of other areas of old military housing stock being made available for redevelopment at higher densities and to improved design standards.</u></p>
AM169	Paragraph 9.3.9	<p>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 4,000 <u>5,800 service</u> personnel, 1,200 contractors and 300 civilian staff. 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.</p>

Reference number	Paragraph/Policy	Additional modification
AM170	Paragraph 9.3.10	9.3.10 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% of the jobs. It is likely therefore that many Carterton residents will be looking to Witney as a source of employment³⁵. <u>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 employment³⁶.</u>
AM171	Paragraph 9.3.13	9.3.13 In terms of undeveloped business land, there is a relatively limited supply currently with around 1.5 4.5 ha acres (0.6ha) available at across 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 and. This this is a key aim of the emerging Carterton masterplan. and is supported by the The Council's economic evidence ³⁷ which suggests that Carterton should be identified as a priority location for <u>economic regeneration with attractive employment sites assembled to encourage additional business activity to the town. It suggests that around 3 ha of new employment land should be provided over the plan period.</u> new employment land provision.

³⁵ ~~West Oxfordshire Economic Snapshot and Outlook Report CAG (2015)~~

³⁶ ~~West Oxfordshire Economic Snapshot and Outlook Report CAG (2015)~~

³⁷ ~~West Oxfordshire Economic Snapshot and Outlook Report CAG (2015)~~

Reference number	Paragraph/Policy	Additional modification
AM172	Paragraph 9.3.15	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 need-serve the needs of RAF Brize Norton. The B4477 Brize Norton Road has been identified in the County Council's draft Local Transport Plan (LTP4) as the preferred route for upgrading to 'A' road standard together with the promotion provision of west facing slip roads at the A40 junction.
AM173	Paragraph 9.3.17	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 draft 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.
AM174	Paragraph 9.3.22	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).
AM175	Paragraph 9.3.25	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> . an active limestone quarry (Burford Quarry) .

Reference number	Paragraph/Policy	Additional modification
AM176	Paragraph 9.3.28	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.</u> 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.
AM177	Paragraph 9.3.35	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.
AM178	Paragraphs 9.3.36 – 9.3.38	<p>Scope for Further Expansion</p> <p>9.3.36 There are <u>some good</u> opportunities for further development within the built up area of Carterton <u>and this is a key priority for the Local Plan</u>. It is anticipated that the redevelopment of the two MOD sites, REEMA North and REEMA Central will deliver a net <u>total</u> gain of around <u>400-500</u> new homes across the two sites <u>(300 net on REEMA north and 200 net on REEMA central)</u>. Subject to the requirements of the MOD and viability considerations, there may also be some potential to redevelop other areas of MOD housing in Carterton over the period of the Local Plan. This would present the opportunity to increase densities and raise environmental and design standards. <u>The Council will therefore work proactively with the MOD, Defence Infrastructure Organisation (DIO) and Annington Homes in order to further investigate the possibility of other areas of old military housing stock being made available for redevelopment.</u></p> <p><u>9.3.36a There are also a number of areas of under-used land in and around the Town Centre which provide the opportunity to deliver modern, high quality and high density development in order to support the vitality and viability of the town centre. These sites provide the opportunity for residential or mixed-use development that would increase presence within the Town Centre supporting local services and facilities as well as the evening economy. The District Council will work proactively with the Town Council to deliver potential redevelopment schemes including the development of planning briefs for</u></p>

		<p><u>key sites.</u></p> <p>9.3.37 Whilst there are opportunities within Carterton, in order to meet the identified housing requirement for this sub-area it will be necessary to expand the existing urban area through development on Greenfield land. It is anticipated that this will take place on two sites which are both already committed through the planning process including land to the east of Carterton (700 homes) and land to the north-west (316-250 homes).</p> <p>9.3.38 Alternative options to the north, <u>north-east</u> and west of the town have been promoted through the Local Plan process and in the case of the latter through an outline planning application.</p>
AM179	Paragraph 9.3.39	<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"> • A relatively small but well-populated sub-area most of whom live in Carterton, the District's second largest town. • Housing in Carterton is relatively inexpensive compared to other parts of the District but there is still a high level of affordable housing need. • 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). • There has been pressure for infill development in recent years. • There may be some long-term potential to redevelop areas of MOD housing subject to service accommodation requirements and viability considerations. • There is currently an imbalance with <u>the Carterton sub-area having the greatest excess of workers to jobs than any of the five sub-areas</u> more workers than jobs which leads to out-commuting. • There is currently limited availability of business land opportunities within the town including a lack of small starter units.

		<ul style="list-style-type: none"> • 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. • There is also a lack of other related leisure uses including bars, coffee shops and restaurants. • The Town Centre has the physical capacity to accommodate a range of new uses. • Carterton is relatively remote from the primary road network and can currently only be accessed via 'B' roads. • There is reasonable bus provision but no rail services within the sub-area. • 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. • This is an environmentally sensitive area including the presence of sand and gravel <u>and limestone</u> resources and flood risk. • There is potential to further enhance leisure and tourism opportunities along the River Thames which runs along the southern boundary of the sub-area. • The Shill Brook Valley is designated as a Conservation Target Area and presents the opportunity for enhancement. • The Country Park is a key local asset and has the potential to be expanded. • Noise from RAF Brize Norton is an important environmental consideration in this area. • There is increasing pressure on primary school capacity. • 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. • <u>There are a number of identified infrastructure needs for Carterton including additional</u>
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		<p><u>playing fields, allotments, a cemetery and fire station.</u></p> <ul style="list-style-type: none"> • Conservation and enhancement of the heritage assets within the sub-area.
AM180	Paragraph 9.3.40	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>
AM181	Paragraphs 9.3.41 – 9.3.44	<p><u>Housing</u></p> <p>9.3.41 In accordance with the overall strategy, future development within this sub-area will be focused predominantly at Carterton which as the district’s second largest town, offers a good range of services facilities and represents a sustainable location for future development.</p> <p>9.3.42 However, a distinctive characteristic of Carterton is the <u>imbalance that exists between the number of economically active residents current imbalance of housing</u> and job opportunities. In short, there are fewer jobs than resident workers which lead to a relatively high level of out-commuting (60%). This is in contrast to Witney <u>where the number of jobs and economically active workers are much more closely aligned. which accommodates the majority of the District’s job opportunities (around 35%).</u></p> <p>9.3.43 In light of this, the proposed quantum of housing in the Carterton sub-area is lower than the Witney sub-area and to help the current imbalance of homes and jobs, there will be a particular focus on additional business land provision (see below).</p> <p>9.3.44 <u>It is anticipated that the overall housing requirement for this area (2,600 homes) will be met through a combination of homes already completed, existing commitments, sites identified in the Council’s SHLAA, windfall development and an allocated Strategic Development Area (SDA). This is summarised in the table below. It is anticipated that the overall housing delivery for this area (2,680 homes) will be met through a combination of homes already completed, existing commitments, allocated sites and windfall development. This is summarised in the table below. Further sites will also be identified through any subsequent review of this Local Plan.</u></p>

Reference number	Paragraph/Policy	Additional modification														
AM182	Table 9.2	<p data-bbox="672 280 1489 309">Table 9.2 – Anticipated Housing Delivery in the Carterton Sub-Area</p> <table border="1" data-bbox="772 331 1906 1230"> <tbody> <tr> <td data-bbox="779 336 1406 395">Carterton sub-area indicative housing requirement</td> <td data-bbox="1413 336 1899 395">2,600</td> </tr> <tr> <td data-bbox="779 400 1406 459">Homes already completed (2011 – 2014)</td> <td data-bbox="1413 400 1899 459">135</td> </tr> <tr> <td data-bbox="779 464 1406 970"> Existing planning commitments as of 1st-February 2015 including: <ul style="list-style-type: none"> • Land east of Carterton (700) • REEMA North (200) • Milestone Road (263) • Carterton Petrol Station (42) • New Road, Bampton (160) • North West Carterton (316) • Saxel Close, Aston (38) • Other permissions (102) </td> <td data-bbox="1413 464 1899 970">1,821</td> </tr> <tr> <td data-bbox="779 975 1406 1034">REEMA Central Strategic Development Area (SDA)</td> <td data-bbox="1413 975 1899 1034">200</td> </tr> <tr> <td data-bbox="779 1038 1406 1098">Identified SHLAA capacity</td> <td data-bbox="1413 1038 1899 1098">15</td> </tr> <tr> <td data-bbox="779 1102 1406 1161">Windfall allowance (25 per year 2015 – 2031)</td> <td data-bbox="1413 1102 1899 1161">400</td> </tr> <tr> <td data-bbox="779 1166 1406 1225">Total</td> <td data-bbox="1413 1166 1899 1225">2,571</td> </tr> </tbody> </table> <p data-bbox="772 1299 1585 1327">Table 9.2 – Anticipated Housing Delivery in the Carterton Sub-Area</p>	Carterton sub-area indicative housing requirement	2,600	Homes already completed (2011 – 2014)	135	Existing planning commitments as of 1 st -February 2015 including: <ul style="list-style-type: none"> • Land east of Carterton (700) • REEMA North (200) • Milestone Road (263) • Carterton Petrol Station (42) • New Road, Bampton (160) • North West Carterton (316) • Saxel Close, Aston (38) • Other permissions (102) 	1,821	REEMA Central Strategic Development Area (SDA)	200	Identified SHLAA capacity	15	Windfall allowance (25 per year 2015 – 2031)	400	Total	2,571
Carterton sub-area indicative housing requirement	2,600															
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Windfall allowance (25 per year 2015 – 2031)	400															
Total	2,571															

		<u>Homes already completed (2011 – 2017)</u>	<u>362</u>
		<u>Existing large planning commitments at 1st April 2017 (10 or more units):</u>	<u>1,506</u>
		<ul style="list-style-type: none"> • <u>Saxel Close, Aston (38)</u> • <u>Land north of Cote Road, Aston (41)</u> • <u>New Road, Bampton (121)*</u> • <u>Land east of Mount Owen Road, Bampton (160)</u> • <u>Land east of Carterton, Brize Norton (700)</u> • <u>REEMA North, Carterton (200)</u> • <u>REEMA Central, Carterton (81)</u> • <u>North west Carterton (138)*</u> • <u>Linden House, Kilkenny Lane, Carterton (10)</u> • <u>Brooklands Nurseries, Carterton (15)</u> • <u>63 Burford Road, Carterton (2)*</u> 	
		<u>Existing small planning commitments at 1st April 2017 (less than 10 units)</u>	<u>85</u>
		<u>Local plan allocations</u>	
		<u>CA1 REEMA North and Central Strategic Development Area (SDA)**</u>	<u>300 (net gain of 219 units as 81 units already listed in commitments above at REEMA Central).</u>
		<u>CA1a Land at Milestone Road, Carterton</u>	<u>200</u>
		<u>CA1b Land at Swinbrook Road, Carterton</u>	<u>70</u>

		<table border="1"> <tr> <td><u>Anticipated windfall (2017 – 2031)</u></td> <td><u>238</u></td> </tr> <tr> <td><u>TOTAL ANTICIPATED HOUSING DELIVERY</u></td> <td><u>2,680</u></td> </tr> </table> <p><u>*Remaining units forming part of a larger scheme</u></p> <p><u>**Total site capacity is 500 units. Of this 200 units are already committed at REEMA North and 81 units are already committed at REEMA Central leaving a residual total of 219 units.</u></p>	<u>Anticipated windfall (2017 – 2031)</u>	<u>238</u>	<u>TOTAL ANTICIPATED HOUSING DELIVERY</u>	<u>2,680</u>
<u>Anticipated windfall (2017 – 2031)</u>	<u>238</u>					
<u>TOTAL ANTICIPATED HOUSING DELIVERY</u>	<u>2,680</u>					
AM183	Paragraphs 9.3.45 – 9.3.48	<p><i>Past completions, existing commitments, SHLAA sites and windfall</i></p> <p>9.3.45 In the first three years of the plan period (2011 – 2014) a total of 135 homes have already been completed in the Carterton sub-area. As 1st February 2015, a further 1,821 homes already benefit from planning permission or resolution to grant permission subject to Section 106. In the first six years of the plan period (2011 – 2017) a total of 362 homes have already been completed in the Carterton sub-area. As of 1st April 2017, a further 1,591 homes already benefit from planning permission or resolution to grant permission subject to Section 106. This comprises 1,506 on larger sites of 10 or more dwellings and 85 on smaller sites of less than 10.</p> <p>9.3.46 The largest of these sites is land to the east of Carterton which was the subject of a draft local plan allocation in 2012 and 2014 and now benefits from a resolution to grant outline planning permission for 700 homes. A further 316<u>250</u> homes are also committed on land to the north west of Carterton with 200 new homes also proposed for service families on the MOD REEMA North site in Carterton <u>(although there is considered to be scope for an increased number of dwellings through appropriate mix, design and layout).</u></p> <p>9.3.47 In addition, the Council's SHLAA (June 2014) has identified capacity for around 15 new homes on a couple of small sites within the Carterton sub-area. These are assessed in detail in the SHLAA (available separately) and include the following:</p> <ul style="list-style-type: none"> ▪ Pear Tree Farm, Filkins and Broughton Poggs ▪ Land off the Elms, Langford <p>9.3.48 It is also considered appropriate to include a 'windfall' allowance to cater for unidentified sites that</p>				

		<p>are likely to come forward for housing over the period of the Local Plan. Based on past evidence, a conservative estimate is that such schemes would provide 25 homes per year within the Carterton sub-area over the remaining period of the Local Plan (2015 – 2031) thereby providing an additional 400 new homes. It is also considered appropriate to include a ‘windfall’ allowance to cater for unidentified sites that are likely to come forward for housing over the period of the Local Plan. Based on past evidence of historic rates of windfall delivery by sub-area, it is reasonable to expect delivery of at least 238 units from unidentified windfall sites in the period 2017 – 2031.</p>
AM184	Paragraph 9.3.49	<p><i>Strategic Development Areas (SDAs) Non-Strategic Housing Allocations</i></p> <p>9.3.49 A single Strategic Development Area (SDA) is Three ‘non-strategic’ housing allocations are proposed within the Carterton sub-area including REEMA North and Central, Milestone Road, Carterton and Swinbrook Road, Carterton. the REEMA Central site in Carterton which is expected to deliver a net increase of around 200 new homes. This will complement the committed urban extension schemes to the east and north west of the town which between them will deliver just over 1,000 new homes.</p>
AM185	Paragraphs 9.3.50 – 9.3.52	<p><u>REEMA Central Strategic Development Area (SDA) 200 homes (Carterton Parish)</u></p> <p><u>REEMA North and Central (300 homes)</u></p> <p>9.3.50 The REEMA Central site currently accommodates a number of existing MOD properties but has been declared surplus to requirements pending the redevelopment of the adjoining REEMA North site for 200 service family homes. Once that scheme is complete (expected 2016) the REEMA Central site will be made available to the open market. The REEMA North and REEMA Central sites are located close to the centre of Carterton, either side of Upavon Way. The REEMA North site had a number of existing properties on it but has now been cleared with a view to providing 200 new homes for service personnel. That scheme had been intended to be completed in 2016 but has been delayed for funding reasons. The delay is considered to offer an opportunity to revisit the mix, design and layout of the permitted 200 home scheme with a view to potentially increasing the number of new homes to around 300.</p> <p>9.3.50a Part of the REEMA Central site has already been made available to Annington Homes who are progressing a market housing scheme of 135 dwellings through a planning application (although 54 dwellings will be demolished meaning a net gain of 81 units). The remainder of the site is likely to be</p>

		<p><u>made available for redevelopment/infill within the period of the Local Plan.</u></p> <p>9.3.51 The site<u>Both sites are</u> is previously developed land and is very close to the town centre. It<u>They</u> represents a sustainable development opportunity and its<u>their</u> potential redevelopment has been well-supported through previous consultation. Given the relatively high existing use value of the <u>REEMA Central</u> site, complete redevelopment, whilst desirable, may not be financially viable.</p> <p>9.3.52 A more likely outcome is a potential for some redevelopment, combined with new build infill development on the parts of the site that are currently undeveloped. It is anticipated that the net increase in housing on the REEMA Central site is likely to be around 200 new homes. <u>Coupled with a potential increase of around 100 dwellings on the permitted REEMA North site, the net gain over and above the existing commitment (200 dwellings) would be around 300 homes.</u> The proposed allocation is shown in Figure 9.8.</p>
AM186	Paragraph 9.3.53	<p>9.3.53 In the longer term there may be some<u>is</u> potential for further redevelopment of MOD housing in Carterton. There are several existing areas where the density of development is relatively low and the quality of the housing stock and surrounding environs relatively poor. <u>These are illustrated on the plan at Figure 9.10. We will work proactively with the MOD, DIO and Annington Homes to consider the potential for new housing on these sites to help support Carterton in particular the Town Centre and surrounding environs.</u> At this stage however, none of those properties have been declared surplus to requirements so they cannot be relied upon to deliver additional housing to meet the indicative target for this area <u>within the plan period.</u></p>
AM187	Paragraphs 9.3.53a – 9.3.53c	<p><u>Land at Milestone Road, Carterton (200 homes)</u></p> <p><u>9.3.53a This is a relatively large site of around 6 hectares located in the south of Carterton just off Milestone Road. It is bordered by RAF Brize Norton to the south, an existing employment area to the east, a residential caravan park to the west and housing to the north. The site is Greenfield comprising generous plots to a number of existing properties fronting onto Milestone Road. Importantly the principle of residential development on the site has already been established through a number of previous permissions including a 65 bed nursing care home, 93 unit extra-care scheme and 105 open market dwellings (263 units in total). However, due to difficulties in relation to land assembly, those permissions have now been disposed of.</u></p>

		<p><u>9.3.53b With the principle of residential development having been accepted, it is considered appropriate to allocate the site for housing development as part of this Local Plan. The land assembly issues previously affecting the site have now been resolved and the delivery of around 100 homes is anticipated by 2020, possibly more. The proposed site allocation is shown in Figure 9.8a below.</u></p> <p><u>9.3.53c Having regard to the size of the site it is reasonable to assume future delivery of around 200 residential units although the final number would of course be determined by the nature and mix of any application.</u></p>
AM188	Paragraphs 9.3.53d – 9.3.53f	<p><u>Land at Swinbrook Road, Carterton (70 homes)</u></p> <p><u>9.3.53d This is a small Greenfield site of around 1.7 ha on the northern edge of Carterton. It adjoins a permitted residential scheme of 250 units which is currently being constructed by David Wilson Homes. The site was originally intended to come forward as a proposed extension of the David Wilson scheme to provide a further 66 dwellings. The site received a resolution to grant planning permission subject to a Section 106 legal agreement in July 2014 however it has not come forward due to land assembly problems and the application has been disposed of.</u></p> <p><u>9.3.53e With the principle of residential development having been previously accepted, it is considered appropriate to allocate the site for housing development as part of this Local Plan. Because of the current problems of land assembly limited reliance is placed on the site in terms of the short-term 5-year housing land supply but it is quite reasonable to expect the remainder of the site to come forward within the period of the Local Plan. The proposed site allocation is shown in Figure 9.8b below.</u></p> <p><u>9.3.53f The site is allocated for around 70 homes, similar to the previous resolution to grant outline consent but the final number will depend on the nature of any scheme that comes forward through the planning application process. Furthermore, there may be potential to incorporate further land to the north which is currently in use as allotments (subject to their relocation) and to the north east (Linden House) which already has planning permission for 10 units. If these sites were to be included capacity could be increased to around 120 units but for the purposes of the Local Plan housing requirement, delivery of 70 units has been assumed. Access to the site is achievable from the permitted (under construction) scheme to the south.</u></p>

AM189	Paragraphs 9.3.54 – 9.3.56	<p>Alternative Options</p> <p>9.3.54 Two other main options have been considered for the expansion of Carterton including land to the north and west of the town. Having regard to the overall housing requirement and evidence prepared in support of the Local Plan³⁸ these sites have not been allocated. In terms of the future potential strategic expansion of Carterton, three main options have been considered including land to the north, north-east and west of the town. Whilst these areas of land have been identified as having some future development potential in the Carterton Masterplan, having regard to the overall housing requirement and evidence prepared in support of the Local Plan³⁹ these sites have not been allocated at this point but will be re-considered as part of any subsequent review of this Local Plan alongside any other reasonable alternatives.</p> <p>9.3.55 Land to the north of Carterton which falls within Brize Norton Parish is considered to be poorly related to the town, relatively remote from the town centre and segregated by the Kilkenny Lane Country Park. It is poorly served by public transport and development in this location would require significant improvements to the Burford Road.</p> <p><u>9.3.55a Land to the north east of Carterton which also falls within Brize Norton Parish is similarly poorly related to the town and more remote from the town centre. Parts of the site are also very open and elevated and development in this location would represent a significant incursion into open countryside.</u></p> <p>9.3.56 Land to the west of Carterton which straddles the boundaries of Carterton and Alvescot Parishes is segregated from the town by virtue of the Shill Brook Valley and major development in this location would be poorly related to the town and have a harmful landscape impact.</p>
AM190	Paragraph 9.3.58	<p>9.3.58 There is a clear need to increase the supply of business land in Carterton. At present there is a relatively limited supply with around 1.5 4.5 ha acres available <u>in total</u> at Ventura Park, and 7.9 acres <u>at</u> West Oxfordshire Business Park. This could be quickly filled if one or two large employers were to move to the area.</p>

³⁸ ~~Sustainability Appraisal (SA) and Site Assessment Matrix~~

³⁹ ~~Sustainability Appraisal (SA) and Site Assessment Matrix~~

Reference number	Paragraph/Policy	Additional modification
AM191	Paragraph 9.3.59	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 Carterton Masterplan. emerging masterplan for the town. 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.
AM192	Paragraphs 9.3.60 – 9.3.62	<p>9.3.60 In accordance with the overall strategy and supporting evidence, Carterton will be a focus for additional business and employment opportunities within the sub-area District. The Council will work with landowners, developers and the Town Council to secure the provision of at least 3 10 hectares of additional business land over the period of the Local Plan, <u>in line with the Council's most recent economic evidence. This will be met through the remainder of the land available at Ventura Park and West Oxfordshire Business Park as well as provision to be made within the committed urban extension to the east of Monahan Way. Together these sites will provide around 6ha of additional business land.</u></p> <p>9.3.61 One option is to re-locate the existing leisure facilities on the corner of Monahan Way and Carterton Road to an alternative location (potentially linked to other related facilities) and to use the site for employment instead. This would create an effective business 'cluster' with the existing Ventura and West Oxfordshire business parks nearby. Any such proposal would be subject to replacement provision of the existing leisure facilities in a suitable, accessible location.</p> <p>9.3.62 The Council will work with relevant partners including Carterton Town Council to consider this option further and to also investigate the possibility of other sites that could be brought forward for business use.</p>
AM193	Paragraph 9.3.68	9.3.68 The proposed upgrade will be complemented by the provision promotion 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.

Reference number	Paragraph/Policy	Additional modification
AM194	Paragraph 9.3.77	9.3.77 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. <u>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.</u>
AM195	Paragraphs 9.3.81 and 9.3.82	9.3.81 In order to retain and promote the vitality and viability of the Town Centre, the Local Plan identifies a Primary Shopping Frontage along the southern side of Alvescot Road, part of Black Bourton Road and including the Co-op (see Figure 9.9). This primary area is intended to provide the principal focus for retail uses within the town and the development which results in the loss of shops to other uses will be refused unless the criteria listed in Policy E6 (Town Centres) can be met in full <u>resisted</u> . 9.3.82 Secondary Shopping Frontages are identified along the Burford Road, the northern edge of Alvescot Road and part of Black Bourton Road. These areas are intended to include a wider range of shops, leisure uses and services which complement the primary shopping offer of the centre (see Figure 9.9). <u>The concentration of single uses in these frontages will be resisted to avoid undue impacts on amenity or on the vitality of the area.</u>
AM196	Paragraph 9.3.88	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.

Reference number	Paragraph/Policy	Additional modification
AM197	Paragraph 9.3.94	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 preserve <u>conserve</u> or enhance the District's heritage assets and their significance and settings.
AM198	Paragraph 9.3.96	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.
AM199	Paragraph 9.3.97	9.3.97 The Council has prepared an Infrastructure Delivery Plan (IDP) which seeks to quantify the infrastructure improvements that will <u>be</u> 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.
AM200	Paragraph 9.3.98	9.3.98 In accordance with Policy OS5, we will seek to ensure that all new development within the Carterton sub-area is supported by appropriate and timely provision of <u>essential</u> necessary supporting infrastructure.
AM201	Paragraph 9.4.9	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 ⁴⁰ . There is <u>currently only around 0.5 ha available which is split between two sites (former highway depot and Cromwell Park, a small undeveloped plot of 0.1ha remaining at Cromwell Park, 0.4ha allocated in the 2006 Local Plan but unavailable at the highway depot off the Banbury Road and 2ha of previously permitted business land on the former Parker Knoll site also unavailable</u> . There remains demand for additional business units, including good quality small industrial units and office space.

⁴⁰ West Oxfordshire Economic Snapshot and Outlook (2015) - CAG

AM202	Paragraph 9.4.18	9.4.18 Evidence ⁴¹ 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 will be <u>has been</u> enhanced through an extension of the existing Co-op and the provision of a new <u>Aldi 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.
AM203	Paragraph 9.4.21	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 Tew Estate which comprises parkland of late-16th-century origin <u>and Heythrop Park</u> . 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.
AM204	Paragraph 9.4.30	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: <ul style="list-style-type: none"> • A relatively large but sparsely populated sub-area with most people living in Chipping Norton, the District’s third largest town. • 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. <u>The conservation and enhancement of the historic environment is therefore an important issue in this area.</u> • The area has a strong and vibrant community spirit. • 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. • Provision of new housing in the town has been relatively modest in the past. • 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.

⁴¹ West Oxfordshire Retail Assessment (2012)

		<ul style="list-style-type: none"> • 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. • Levels of home working in the area remain high with around 35% working at or mainly from home. • There is very limited business land available to meet future needs. • There is a potential opportunity for the modernisation of older employment land stock on the western side of the town. • HGV movements through the town are a significant issue in terms of amenity and air quality. • The town has no direct rail service although there is a rail bus to Kingham. • Bus services are reasonable for a rural market town but there is scope for enhancement. • There are no cycle routes into the town and routes within the town itself are poor. • 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. • 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. • The availability of adequate public parking capacity is a key constraint in Chipping Norton. • 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. • 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.
AM205	Paragraph 9.4.31	<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 <u>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.</u></p>

Reference number	Paragraph/Policy	Additional modification								
AM206	Paragraphs 9.4.32 – 9.4.33	<p data-bbox="770 277 875 304"><u>Housing</u></p> <p data-bbox="674 331 1989 472">9.4.32 In accordance with the overall strategy, the majority of future housing development within this sub-area will be located at Chipping Norton which is the District’s third largest town and offers a good range of services and facilities. New housing in the rest of the sub-area will be limited to meeting local community and business needs and will be steered towards the larger villages.</p> <p data-bbox="674 496 1989 743">9.4.33 It is anticipated that the overall housing requirement (1,800 homes) will be met through a combination of homes already completed, existing commitments, sites identified in the Council’s SHLAA, windfall development and an allocated Strategic Development Area (SDA). This is summarised in the table below. It is anticipated that the overall housing delivery for this sub-area (2,047 homes) will be met through a combination of homes already completed, existing commitments, windfall development and an allocated Strategic Development Area (SDA). This is summarised in the table below. Further sites will also be identified through any subsequent review of this Local Plan.</p>								
AM207	Table 9.3	<p data-bbox="674 777 1570 804">Table 9.3 – Anticipated Housing Delivery in the Chipping Norton Sub-Area</p> <table border="1" data-bbox="770 826 1906 1295"> <tbody> <tr> <td data-bbox="779 836 1406 927">Chipping Norton sub-area indicative housing requirement</td> <td data-bbox="1413 836 1897 927">1,800</td> </tr> <tr> <td data-bbox="779 932 1406 991">Homes already completed (2011 – 2014)</td> <td data-bbox="1413 932 1897 991">87</td> </tr> <tr> <td data-bbox="779 995 1406 1295">Existing planning commitments as of 1st February 2015 including:</td> <td data-bbox="1413 995 1897 1295">369</td> </tr> <tr> <td colspan="2" data-bbox="779 1155 1406 1295"> <ul style="list-style-type: none"> <li data-bbox="831 1155 1111 1182">● Cromwell Park (96) <li data-bbox="831 1193 1144 1220">● Penhurst School (101) <li data-bbox="831 1232 1167 1259">● Rural exception sites (8) <li data-bbox="831 1270 1167 1297">● Other permissions (164) </td> </tr> </tbody> </table>	Chipping Norton sub-area indicative housing requirement	1,800	Homes already completed (2011 – 2014)	87	Existing planning commitments as of 1 st February 2015 including:	369	<ul style="list-style-type: none"> <li data-bbox="831 1155 1111 1182">● Cromwell Park (96) <li data-bbox="831 1193 1144 1220">● Penhurst School (101) <li data-bbox="831 1232 1167 1259">● Rural exception sites (8) <li data-bbox="831 1270 1167 1297">● Other permissions (164) 	
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East Chipping Norton Strategic Development Area (SDA)	600
Identified SHLAA capacity	350
Windfall allowance (25 per year 2015 – 2031)	400
Total	1,806

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

Homes already completed (2011 – 2017)	<u>240</u>
Existing large planning commitments at 1st April 2017 (10 or more units): <ul style="list-style-type: none"> • <u>Walterbush Road, Chipping Norton (201)*</u> • <u>Land at Rockhill Farm, Chipping Norton (96)</u> • <u>Land west of Quarhill Close, Over Norton (18)</u> 	<u>315</u>
Existing small planning commitments at 1st April 2017 (less than 10 units)	<u>104</u>
<i>Local plan allocations</i>	
CN1 East Chipping Norton Strategic	<u>1,200</u>

		<table border="1"> <tr> <td><u>Development Area (SDA)</u></td> <td></td> </tr> <tr> <td><u>Anticipated windfall (2017 – 2031)</u></td> <td><u>188</u></td> </tr> <tr> <td><u>TOTAL ANTICIPATED HOUSING DELIVERY</u></td> <td><u>2,047</u></td> </tr> </table> <p><u>*Remaining units forming part of a larger scheme</u></p>	<u>Development Area (SDA)</u>		<u>Anticipated windfall (2017 – 2031)</u>	<u>188</u>	<u>TOTAL ANTICIPATED HOUSING DELIVERY</u>	<u>2,047</u>
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<u>Anticipated windfall (2017 – 2031)</u>	<u>188</u>							
<u>TOTAL ANTICIPATED HOUSING DELIVERY</u>	<u>2,047</u>							
AM208	Paragraphs 9.4.34 – 9.4.37	<p><i>Past completions, existing commitments, SHLAA sites and windfall</i></p> <p>9.4.34 In the first three years of the plan period (2011 – 2014) a total of 87 homes have already been completed in the Chipping Norton sub-area. As of 1st February 2015, a further 369 homes already benefit from planning permission or resolution to grant permission subject to Section 106. In the first six years of the plan period (2011 – 2017) a total of 240 homes have already been completed in the Chipping Norton sub-area. As of 1st April 2017, a further 419 homes already benefit from planning permission or resolution to grant permission subject to Section 106. This comprises 315 units on larger sites of 10 or more dwellings and 104 on smaller sites of less than 10. The largest of these sites at Walterbush Road, Chipping Norton (201 units remaining) is currently under construction.</p> <p>9.4.35 In addition, the Council's SHLAA (June 2014) has identified capacity for around 350 new homes on a number of sites in Chipping Norton. These are assessed in detail in the SHLAA (available separately) and include the following:</p> <ul style="list-style-type: none"> • Land south of Walterbush Road/Cotswold Crescent • Former Castle View Care Home and Ambulance Station • Former Parker Knoll Site/Rockhill Farm London Road (see below) • Land at the Pillars, Banbury Road <p>9.4.36 The possible provision of housing on the former Parker Knoll site (which has been previously reserved for business use) would be dependent on an alternative replacement site being identified for business use elsewhere. A potential site for employment use exists to the north east at Rockhill Farm on London Road (see Figure 9.11). Alternatively the Rockhill Farm site itself could itself be used for housing with the former Parker Knoll site brought forward for business use. Bringing them both</p>						

		<p>forward for housing would not be appropriate given the identified need for additional business space.</p> <p>9.4.37 It is also considered appropriate to include a ‘windfall’ allowance to cater for unidentified sites that are likely to come forward for housing over the period of the Local Plan. Based on past evidence, a reasonable estimate is that such schemes would provide 25 homes per year within the Chipping Norton sub-area over the remaining period of the Local Plan (2015 – 2031) thereby providing an additional 400 new homes. It is also considered appropriate to include a ‘windfall’ allowance to cater for unidentified sites that are likely to come forward for housing over the period of the Local Plan. Based on past evidence of historic rates of windfall delivery by sub-area, it is reasonable to expect delivery of at least 188 units from unidentified windfall sites in the period 2017 – 2031.</p>
AM209	Paragraphs 9.4.40 – 9.4.50	<p>Land East of Chipping Norton Strategic Development Area (SDA) - 600 <u>1,200</u> homes (Chipping Norton Parish)</p> <p>9.4.40 Land to the east of Chipping Norton which falls within Chipping Norton Parish has been identified as a potential option for growth throughout the preparation of this Local Plan. In response to the increased housing requirement suggested by the Oxfordshire SHMA (2014) the Council consulted on the inclusion of the site in a local plan consultation paper published in August 2014.</p> <p>9.4.41 The draft allocation (500 homes) attracted a number of comments which have since been carefully considered. The Council’s assessment of the site has been updated and the Council is satisfied that there are no reasons to preclude the site from the local plan. The original draft allocation (500 homes) attracted a number of comments which were carefully considered. The Council’s assessment of the site was updated and the site was subsequently allocated in the pre-submission draft Local Plan for 600 homes.</p> <p>9.4.42 The site represents a sustainable development opportunity to help meet the future housing needs of West Oxfordshire. It is located within comfortable walking and cycling distance of Chipping Norton Town Centre, it lies outside the AONB, is not affected by flooding or heritage assets and there are no significant constraints to the site coming forward. It is also owned primarily by Oxfordshire County Council who are actively promoting the site.</p> <p>9.4.43 As such, this Local Plan allocates the land to the east of Chipping Norton for the provision of a sustainable urban extension. The indicative capacity of the site has been increased to 600 new homes</p>

		<p><u>in order to meet the overall housing target. It is considered that this quantum of development can be accommodated on the site without undue harm in terms of landscape impact subject to appropriate mitigation. It will also help to ensure the viability of a new primary school to be delivered as part of the allocation. Given the locational advantages of the site and relative lack of policy and physical constraints, thorough consideration has been given to the advantages of significantly increasing the size of the allocation. Transport evidence commissioned on behalf of the District Council by Oxfordshire County Council has tested the implications of a much larger scheme of up to 1,500 dwellings and concludes that if supported by an eastern link road not only would the traffic impact of the additional growth be able to be mitigated but there could also be a diversion of HGV movements from Chipping Norton Town Centre, thereby possibly having a beneficial effect in terms of improving air quality - a key issue for the town. The provision of this eastern link road will therefore be provided as an integral part of the development.</u></p> <p><u>9.4.43a Increasing the size of the allocation also provides the opportunity to bring in and incorporate the land to the north of the London Road much of which is already being actively promoted for development by various parties, thereby ensuring a comprehensive approach to development is achieved and providing the opportunity to deliver a significant quantum of new business floorspace (approximately 5 hectares) in a single, highly sustainable location with potential for further expansion in the longer term.</u></p> <p><u>9.4.43b The physical extent and indicative capacity of the East Chipping Norton SDA has therefore been increased to 1,200 new homes in order to realise these advantages and to help meet the overall housing target which has increased significantly since the original draft Local Plan was submitted. Whilst it is a significant increase in housing numbers and employment land provision for this site it is considered that this can be successfully accommodated on the site without undue harm in terms of landscape impact subject to appropriate mitigation, albeit with an extension of the site boundary. It will also help to deliver an alternative strategic transport link for the town and help ensure the viability of a new primary school both of which will be delivered as integral parts of the allocation.</u></p> <p><u>9.4.44 The proposed allocation is shown below (note: the extent of the developable area shown is indicative only). The proposed SDA allocation is shown below (note: the extent of the developable area and the route of the eastern link road shown is indicative only). The allocation envisages 280 new homes and 5ha of business land on the land to the north of the London Road with the remaining 920 homes to be</u></p>
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		<p><u>provided on the largest part of the site to the south of the London Road.</u></p> <p><u>9.4.44a In connecting the London Road to the B4026/A361 the proposed eastern link road is likely to need to be routed across land in the ownership of the Town Council much of which is in use as allotments as well as an area of community woodland. The proposed SDA itself would provide an opportunity for any necessary relocation of the allotments. Comprehensive development of this area also provides the opportunity to link the London Road with the Banbury Road, thereby further increasing journey choice for vehicles and also ensuring good connections for the proposed business land (5ha) north of the London Road.</u></p> <p>9.4.45 Key considerations for this site include landscape impact, access arrangements <u>(including the potential need to relocate the existing allotments if displaced)</u>, school <u>and healthcare</u> capacity and the need to create a sustainable, mixed community that integrates effectively with the existing town. <u>Given the extent of the proposed SDA, the Council wishes to achieve a comprehensive development and will require the preparation of an overall masterplan for the area incorporating both land to the south and north of the London Road. This will allow for individual applications to potentially come forward for parts of the site in the shorter-term without prejudicing delivery of a more advantageous, comprehensive scheme.</u></p> <p>9.4.46 In terms of landscape impact, it will be necessary to demonstrate though a landscape led approach to the siting, layout and mass and scale of the development that the proposed quantum of development can be accommodated without undue landscape and visual impact.</p> <p>9.4.47 With regard to access, it is unlikely that a vehicular access can be achieved through the existing residential area to the west or via the track to the south running adjacent to the secondary school. Vehicular access is therefore likely to be achieved from two points, via Trinity Road onto London Road and via Fowlers Barn onto London Road. The onus will be on the developer to demonstrate to the satisfaction of the County Council as highway authority that satisfactory vehicular access can be achieved. <u>With regard to access, it is unlikely that a vehicular access can be achieved through the existing residential area to the west or via the track to the south running adjacent to the secondary school. In light of the increased size of the allocation, the initial proposal which was to provide vehicular access effectively through a cul de sac arrangement from two points, via Trinity Road onto London Road and via Fowlers Barn onto London Road will no longer be appropriate. Whilst these two</u></p>
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		<p><u>points of access will still be needed, the size of the development is such that a 'through route' from north to south will be needed to distribute traffic arising from the allocation onto the network. The onus will be on the developer to demonstrate to the satisfaction of the County Council as highway authority that satisfactory vehicular access can be achieved.</u></p> <p>9.4.48 In terms of school capacity, because primary school capacity in Chipping Norton and the surrounding areas is relatively limited, it is a requirement of any proposed development on this site that a new primary school will be provided. The site is close to the existing secondary school where there is adequate capacity to absorb additional pupil numbers <u>despite the increased size of the allocation.</u></p> <p><u>9.4.48a In terms of healthcare provision, the SDA adjoins the Chipping Norton Health Centre on London Road, which provides primary health care services to around 15,000 patients in Chipping Norton and the surrounding villages. An important consideration for the development of the East Chipping Norton SDA is the ability of the health centre to absorb additional patient numbers that will be generated by the development as people move in. Policy CN1 below therefore requires this issue to be taken into account through the masterplanning process.</u></p> <p>9.4.49 With regard to the mix of uses on the site, given the scale of development proposed it is anticipated that this development will provide a balanced, mixed community with a new school, local centre and other supporting facilities. The scale and mix of uses in the local centre would be intended to meet the needs of the development and not compete with the Town Centre. There is also good potential for the development to include an element of additional business space <u>and it is envisaged that this will be provided in a single 5ha location to the north of London Road in order to provide a good level of 'critical mass' and to allow for potential occupation by large format employers.</u></p> <p>9.4.50 Other facilities will be sought as part of the overall mix of development including open space, play facilities and any other requirements identified as being necessary to make the development acceptable in planning terms.</p>
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Reference number	Paragraph/Policy	Additional modification
AM210	Paragraph 9.4.52	9.4.52 A number of opportunities have been identified including the proposed SDA to the east of the town which it is anticipated could provide around 1.5ha. In addition, there is the scope to utilise the former Parker Knoll site (1.95ha) and land at Rockhill Farm (2.75ha) for business use as well as the highway depot (0.4ha) and the remainder of the previous Local Plan allocation north of London Road (0.7ha). Total additional provision if all of these sites were to be used for business use would be around 7.3ha. As part of the East Chipping Norton SDA provision will be made for around 5 hectares of business land (B-class uses) on land to the north of London Road. The provision of a small business park in this location would be attractive to potential developers and occupants and would be adequate in size to meet currently identified needs. Further land exists to the east of the SDA boundary which could provide potential for further expansion for business use in the longer-term.
AM211	Paragraphs 9.4.56 – 9.4.57	<p>9.4.56 In terms of HGV movements, Oxfordshire County Council have commissioned a feasibility study for the implementation of the lorry management measures identified in the Chipping Norton Air Quality Action Plan. They also propose to conduct a review of the environmental weight restrictions across the County paying particular attention to those areas which are subject to high and significant levels of HGV traffic. This will focus on places which currently do not have any restrictions in force including Chipping Norton. <u>More recently on behalf of the District Council, Oxfordshire County Council have commissioned additional transport evidence for Chipping Norton to help inform the Local Plan. The report concludes that the provision of an eastern link road for Chipping Norton could have a beneficial impact on HGV movements through the town centre, potentially diverting a percentage of HGV movements and thereby possibly having a beneficial impact on air quality. The provision of this link road is therefore an integral element of the proposed East Chipping Norton Strategic Development Area (SDA).</u></p> <p>9.4.57 We will therefore work in partnership with the County Council, Chipping Norton Town Council and other relevant parties to <u>bring forward the East Chipping Norton SDA including the provision of the eastern link road and also to</u> implement the other necessary improvements to alleviate the impact of HGVs on the Town Centre.</p>

Reference number	Paragraph/Policy	Additional modification
AM212	Paragraph 9.4.60	9.4.60 Public car parking capacity in Chipping Norton will be <u>was</u> further assessed in 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.
AM213	Paragraph 9.4.66	9.4.66 In accordance with Policy EH1 <u>EH1a</u> and national policy, any proposed development within the AONB will be expected to conserve landscape and scenic beauty and major developments will only be permitted in exceptional circumstances and where it can be demonstrated that they are in the public interest.
AM214	Paragraph 9.4.67	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 preserve <u>conserve</u> or enhance the District's heritage assets and their significance and settings.
AM215	Paragraph 9.4.70	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 emerging Chipping Norton Neighbourhood Plan.
AM216	Paragraph 9.4.71	9.4.71 In accordance with Policy OS5, we will seek to ensure that all new development within the Chipping Norton sub-area is supported by appropriate and timely provision of necessary <u>essential</u> supporting infrastructure.

Reference number	Paragraph/Policy	Additional modification
AM217	Paragraphs 9.5.1 – 9.5.3a	<p data-bbox="770 280 1167 308">Eynsham – Woodstock Sub-Area</p> <p data-bbox="674 336 1977 616">9.5.1 This is the third largest sub-area covering around 14,000 hectares and accommodating a population of around 21,000 people. The three main settlements are Eynsham, Long Hanborough and Woodstock. With a population of around 5,000, Eynsham is the fourth largest settlement in West Oxfordshire, located just south of the A40, half-way between Oxford and Witney and just beyond the western edge of the Oxford Green Belt. Eynsham is an important local service centre offering a wide range of facilities and employment. <u>It has a particularly important role to play in meeting identified development needs due to the size of the settlement and its proximity and connections to Oxford City.</u></p> <p data-bbox="674 644 1977 775">9.5.2 Long Hanborough developed as a linear village along the now A4095 and is one of the smaller designated service centres with a population of approximately 2,400. The village has a small number of shops and a reasonable range of other services and facilities. Primary school capacity is however an issue.</p> <p data-bbox="674 804 1977 1085">9.5.3 Woodstock is a historic town of national, if not international, renown. The old part of Woodstock is a well preserved example of a medieval town; a Conservation Area covers much of the central area and there are almost 200 listed buildings. The Blenheim World Heritage Site (WHS) abuts the western boundary of the conservation area and extends to the north and south of the town along the A44. The town has a very good range of services and facilities given its size (approximately 3,000 population) <u>and good accessibility to Oxford. It can accommodate a reasonable scale of development, whilst protecting its important historic character and the setting of Blenheim Palace, in order to deliver affordable housing, enhance local services and reinforce its role as a service centre.</u></p> <p data-bbox="674 1114 1977 1283"><u>9.5.3a Long Hanborough developed as a linear village along the now A4095 and has a population of approximately 2,400. The village has a small number of shops and a reasonable range of other services and facilities. Given the residential schemes of 169 homes, 120 homes and 50 homes recently approved, the limited role of the settlement and its landscape setting, it is only suitable for further modest levels of development to help reinforce its existing role.</u></p>

Reference number	Paragraph/Policy	Additional modification
AM218	Paragraphs 9.5.5 – 9.5.7a	<p>9.5.5 Eynsham experienced rapid expansion to the north after the A40 was constructed in the 1930s. Sub-division of the original burgage plots and intensification of development has also taken place within the medieval core, creating a compact and dense settlement. A development of 100 dwellings to the east and an affordable housing development completed to the west are the most significant residential developments to have taken place in recent years.</p> <p>9.5.6 In Long Hanborough, areas of Council housing were built during the 1920s and 1930s lessening the linear form. Further estate style housing was built in the 1940s, 50s and 60s. More recently, limited new housing has been added to the village. House prices here are amongst the highest in the District reflecting the good level of accessibility with a Cotswold line railway station just to the east of the village.</p> <p>9.5.7 At Woodstock, residential estates have been added to the historic core of the town since the 1930s, and particularly in the 50s and 60s. More recently the number of new houses built within the town has been relatively low although permission has been granted for new residential development to the east of the town adjacent to Marlborough school and significant developer interest remains on land to the south east of the town on land abutting the District boundary. At Woodstock, residential estates have been added to the historic core of the town since the 1930s, and particularly in the 50s and 60s. More recently the number of new houses built within the town has been relatively low although permission has been granted for new residential development to the east of the town adjacent to Marlborough school which is now under construction. There is also significant developer interest on other sites including land to the south east of the town which benefits from a resolution to grant outline planning permission for 300 homes and is allocated for housing in this Local Plan (see Policy EW1a).</p> <p>9.5.7a In Long Hanborough, areas of Council housing were built during the 1920s and 1930s lessening the linear form. Further estate style housing was built in the 1940s, 50s and 60s. More recently, limited new housing has been added to the village although there are now committed residential schemes of 169 homes. 120 homes and 50 homes respectively. There is a good level of public transport accessibility with a Cotswold line railway station just to the east of the village.</p>

Reference number	Paragraph/Policy	Additional modification
AM219	Paragraph 9.5.11	9.5.11 The proximity of this sub-area to Oxford Airport, Kidlington and Oxford with the major employment growth areas also to the south of Oxford, present a diverse range of opportunities within close distance <u>including within the Oxfordshire knowledge spine suggesting the Eynsham – Woodstock area has a positive role to play in terms of economic development.</u> As-However, as a result, around 30% of workers in this sub-area travel to work in Oxford. This contributes towards traffic congestion along key routes including the A40 and A44.
AM220	Paragraph 9.5.16	9.5.16 Public transport availability in this area is good with railway stations at <u>Combe and Finstock (with very limited services), Tackley, Combe and Long Hanborough (with a higher frequency of services),</u> the latter being one of the District’s largest and most well-used stations. <u>Parking-Car parking</u> facilities have recently been expanded at Long Hanborough to improve capacity and there are aspirations for further <u>station</u> improvements including <u>additional parking, a footbridge and a new platform so that any trains extended from Oxford can terminate and turnaround. lengthening, line redoubling and the provision of better station facilities.</u> <u>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 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.</u>
AM221	Paragraph 9.5.17	9.5.17 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

		<u>Duke's Cut canal bridge near Wolvercote. Woodstock is served by the S3 premium bus service to Oxford, Charlbury and Chipping Norton.</u>
AM222	Paragraph 9.5.18	9.5.18 Public transport in the south of the sub area is more limited however, due to the relative isolation of settlements from the rail network and the lack of bus service provision between <u>some</u> villages and key destinations.
AM223	Paragraphs 9.5.30 – 9.5.33	<p>Scope for Further Expansion</p> <p>9.5.30 <u>Although most future growth in the District will be focused in the Witney, Carterton and Chipping Norton sub-areas, the two, more rural sub-areas have a key role to play and it is essential that they accommodate an appropriate amount and type of development so as to not stagnate or decline and provide for local housing and economic needs. The greatest potential for further development in this sub-area is considered to be at the three rural service centres, Eynsham, Woodstock and Long Hanborough. Although a significant proportion of future growth in the District will be focused in the Witney, Carterton and Chipping Norton sub-areas, the two, more rural sub-areas have a key role to play and it is essential that they accommodate an appropriate amount and type of development so as to not stagnate or decline and provide for identified housing and economic needs.</u></p> <p>9.5.31 <u>At Eynsham there is some scope for further development within the existing built up area and on the fringe of the village including land to the west. The Council's evidence suggests that there is scope for additional business land provision to support the current economic role of Eynsham. This is particularly the case for the Eynsham – Woodstock sub-area given its proximity to Oxford and the Oxfordshire knowledge spine as well as the relatively good level of public transport available.</u></p> <p>9.5.32 <u>There is also some scope for further development at Long Hanborough although the capacity of the local primary school is a key consideration. At Woodstock whilst there is some scope for limited development within and on the fringe of the town, the potential impact on the historic fabric of the town in particular the Blenheim World Heritage Site is a key consideration. The greatest potential for further development in this sub-area is considered to be at Eynsham. Here, there is scope for a new strategic urban extension to the west of the village of around 1,000 homes. To the north of the A40 near Eynsham, land has also been identified as a 'Strategic Location for Growth' (SLG) having the potential to create a new Garden Village based on a working assumption of around 2,200 homes</u></p>

		<p><u>(with further scope for expansion in the longer term). The new village is to be designated as a rural service centre alongside Eynsham, Woodstock and Long Hanborough and its detailed planning will be taken forward through a separate Area Action Plan (AAP) including a more definitive figure for the number of dwellings to be delivered. The Council’s evidence⁴² suggests that there is scope for additional business land provision to support the current economic role of Eynsham and the Garden Village provides an excellent opportunity to deliver this alongside the provision of a large number of new homes.</u></p> <p><u>9.5.32a At Woodstock, despite the sensitivities presented by the Blenheim Palace World Heritage Site (WHS) there are a number of sustainable development opportunities on the edge of the town including land to the south east and north of Woodstock. The potential impact on the historic fabric of the town in particular the Blenheim World Heritage Site is however a key consideration.</u></p> <p>9.5.33 Opportunities for development elsewhere in the sub-area are relatively limited and in accordance with the overall strategy, will be focused on the larger villages. <u>There is some scope for modest levels of further development at Long Hanborough in addition to existing commitments in order to reinforce its role. Long Hanborough offers fewer local services and facilities than Eynsham and Woodstock other than the railway station.</u></p>
AM224	Paragraph 9.5.34	<p>Key Issues – Summary</p> <p>9.5.34 Drawing on the brief profile outlined above we can identify a number of key issues and challenges to be addressed in relation to the Eynsham - Woodstock sub-area. These include:</p> <ul style="list-style-type: none"> • This is the third largest sub-area and is well populated with most people living at the three main settlements of Eynsham, Woodstock and Long Hanborough. • House prices in this sub-area are amongst the highest in the District. • This area is an important source of employment providing around 25% of the District’s total number of job opportunities. Eynsham in particular is an important location for business. • There are very strong linkages with Oxford, with a high proportion of residents working in the city and much of the economic activity forming part of the wider Oxford city region economy.

⁴² [Economic snapshot and outlook report \(CAG\)](#)

		<ul style="list-style-type: none"> • <u>The area can play an important role in helping meet Oxford City's unmet housing needs alongside major infrastructure enhancements.</u> • Tourism plays an important role in terms of the economy in particular at Woodstock. • <u>Parking-Car parking</u> capacity is an important consideration in some locations including Woodstock. • Extensive sand and gravel resources in the <u>lower Windrush Valley southern part of the sub-area</u> mean this is a major area of mineral working much of which is designated as a mineral consultation area. Appropriate after-use of mineral sites is an important issue and opportunity. • There is severe traffic congestion on the A40 between Eynsham and Oxford at peak times and on other key routes including the A4095 and A44. • <u>The area has good rail service availability with railway stations at Tackley, Combe and Long Hanborough.</u> • <u>There is potential to develop Hanborough Station as a stronger transport interchange, with additional parking, and improved access from the south.</u> • There are also some good bus services available although less so in the southern part of the sub-area where access to key bus routes is less proximate and convenient. • This is an environmentally sensitive area including AONB, Green Belt, mineral consultation area and part of a special area of conservation (SAC). • The area is also important in terms of heritage with Conservation Areas and a number of listed buildings in Long Hanborough, Eynsham and Woodstock and the Blenheim World Heritage Site (WHS) at Woodstock. <u>The historic environment needs to be conserved and enhanced.</u> • There is an identified requirement for additional leisure provision in this area. • Availability of adequate school capacity to accommodate future development is an issue in some locations. • <u>There is potential for further development primarily at the rural service centres of Long Hanborough, Eynsham and Woodstock</u> • <u>There is potential for further development primarily at the rural service centres of Eynsham, Woodstock and the Oxfordshire Cotswolds Garden Village.</u>
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Reference number	Paragraph/Policy	Additional modification
AM225	Paragraph 9.5.35	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>
AM226	Paragraph 9.5.36 - 9.5.37	<p><u>Housing</u></p> <p>9.5.36 In accordance with the overall strategy additional housing development in this sub-area will be focused primarily at Eynsham, Long Hanborough and Woodstock as designated rural service centres, with any additional development steered mainly towards the larger villages. In accordance with the overall strategy additional housing development in this sub-area will be focused primarily at Eynsham, Woodstock and the Oxfordshire Cotswolds Garden Village and Long Hanborough as designated rural service centres, with any additional development steered mainly towards the larger villages.</p> <p>9.5.37 The indicative housing requirement for this sub-area is 1,600 homes in the period 2011 – 2031. It is anticipated that this will be met through a combination of homes already completed, existing commitments, sites identified in the Council’s SHLAA and windfall development. No sites are proposed to be allocated through the Local Plan at this stage. This is summarised in the table below. The total anticipated housing delivery for this sub-area is 5,596 homes. This includes 2,750 homes to assist neighbouring Oxford City in meeting their needs which will be provided in the period 2021 – 2031. It is anticipated that this overall level of provision will be met through a combination of homes already completed, existing commitments, a Strategic Location for Growth (SLG) a Strategic Development Area (SDA), non-strategic housing allocations and windfall development. This is summarised in the table below. Further sites will also be identified through any subsequent review of this Local Plan.</p>

Reference number	Paragraph/Policy	Additional modification																				
AM227	Table 9.4	<p style="text-align: center;">Table 9.4 – Anticipated Housing Delivery in the Eynsham – Woodstock Sub-Area</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="padding: 5px;">Eynsham – Woodstock sub-area indicative housing requirement</td> <td style="text-align: right; padding: 5px;">1,600</td> </tr> <tr> <td style="padding: 5px;">Homes already completed (2011 – 2014)</td> <td style="text-align: right; padding: 5px;">315</td> </tr> <tr> <td style="padding: 5px;">Existing planning commitments as of 1st February 2015 including:</td> <td style="text-align: right; padding: 5px;">387</td> </tr> <tr> <td style="padding: 5px;"> <ul style="list-style-type: none"> • Land north of Marlborough School (58) • Rural exception sites (35) • Other permissions (297) </td> <td></td> </tr> <tr> <td style="padding: 5px;">Identified SHLAA capacity</td> <td style="text-align: right; padding: 5px;">529</td> </tr> <tr> <td style="padding: 5px;">Windfall allowance (25 per year 2015 – 2031)</td> <td style="text-align: right; padding: 5px;">400</td> </tr> <tr> <td style="padding: 5px;">Total</td> <td style="text-align: right; padding: 5px;">1,631</td> </tr> </table> <p style="text-align: center;">Table 9.4 – Anticipated Housing Delivery in the Eynsham - Woodstock Sub-Area</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="padding: 5px;"><u>Homes already completed (2011 – 2017)</u></td> <td style="text-align: right; padding: 5px;"><u>547</u></td> </tr> <tr> <td style="padding: 5px;"><u>Existing large planning commitments at 1st April 2017 (10 or more units):</u></td> <td style="text-align: right; padding: 5px;"><u>1,258</u></td> </tr> <tr> <td style="padding: 5px;"> <ul style="list-style-type: none"> • <u>Home Farm, Grove Road, Bladon (21)*</u> • <u>Pink Hill House, Southfield Road,</u> </td> <td></td> </tr> </table>	Eynsham – Woodstock sub-area indicative housing requirement	1,600	Homes already completed (2011 – 2014)	315	Existing planning commitments as of 1 st February 2015 including:	387	<ul style="list-style-type: none"> • Land north of Marlborough School (58) • Rural exception sites (35) • Other permissions (297) 		Identified SHLAA capacity	529	Windfall allowance (25 per year 2015 – 2031)	400	Total	1,631	<u>Homes already completed (2011 – 2017)</u>	<u>547</u>	<u>Existing large planning commitments at 1st April 2017 (10 or more units):</u>	<u>1,258</u>	<ul style="list-style-type: none"> • <u>Home Farm, Grove Road, Bladon (21)*</u> • <u>Pink Hill House, Southfield Road,</u> 	
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			<u>Existing small planning commitments at 1st April 2017 (less than 10 units)</u>	<u>164</u>
			<u>Local Plan Allocations</u>	
			<u>EW1a Oxfordshire Cotswolds Garden Village Strategic Location for Growth (SLG)</u>	<u>2,200</u>
			<u>EW1b West Eynsham Strategic Development Area (SDA)</u>	<u>1,000 (net gain of 763 units as this includes two existing commitments listed above, Eynsham Nursery and Garden Centre (77 units) and Land west of Thornbury Road, Eynsham (160 units)).</u>
			<u>EW1c Land east of Woodstock</u>	<u>300 (note: already included in existing commitments above).</u>
			<u>EW1d Land north of Hill Rise, Woodstock</u>	<u>120</u>
			<u>EW1e Land north of Banbury Road, Woodstock</u>	<u>180</u>
			<u>EW1f Myrtle Farm, Long Hanborough</u>	<u>50</u>
			<u>EW1g Oliver's Garage, Long Hanborough</u>	<u>25</u>
			<u>EW1h Former Stanton Harcourt Airfield, Main Road, Stanton Harcourt</u>	<u>50 (note: already included in existing commitments above).</u>
			<u>Anticipated windfall (2017 – 2031)</u>	<u>289</u>
			<u>TOTAL ANTICIPATED HOUSING DELIVERY</u>	<u>5,596</u>
			<u>*remaining units forming part of a larger scheme</u>	

Reference number	Paragraph/Policy	Additional modification
AM228	Paragraphs 9.5.38 – 9.5.40	<p data-bbox="674 280 1458 308"><i>Past completions, existing commitments, SHLAA sites and windfall</i></p> <p data-bbox="674 336 1973 579">9.5.38 In the first three years of the plan period (2011 – 2014) a total of 315 homes have already been completed in the Eynsham – Woodstock sub-area. As of 1st February 2015, a further 387 homes already benefit from planning permission or resolution to grant permission subject to Section 106. In the first six years of the plan period (2011 – 2017) a total of 547 homes have already been completed in the Eynsham - Woodstock sub-area. As of 1st April 2017, a further 1,422 homes already benefit from planning permission or resolution to grant permission subject to Section 106. This comprises 1,258 units on larger sites of 10 or more dwellings and 164 on smaller sites of less than 10.</p> <p data-bbox="674 608 1973 667">9.5.39 In addition, the Council’s SHLAA (June 2014) has identified capacity for up to 529 new homes. These include:</p> <ul data-bbox="770 695 1290 799" style="list-style-type: none"> • Land at Church Road, Long Hanborough • Land west of Eynsham • Land east of Woodstock <p data-bbox="674 828 1973 1110">9.5.40 It is also considered appropriate to include a ‘windfall’ allowance to cater for unidentified sites that are likely to come forward for housing over the period of the Local Plan. Based on past evidence, a reasonable estimate is that such schemes would provide 25 homes per year within the Eynsham – Woodstock sub-area over the remaining period of the Local Plan (2015 – 2031) thereby providing an additional 400 new homes. It is also considered appropriate to include a ‘windfall’ allowance to cater for unidentified sites that are likely to come forward for housing over the period of the Local Plan. Based on past evidence of historic rates of windfall delivery by sub-area, it is reasonable to expect delivery of at least 289 units from unidentified windfall sites in the period 2017 – 2031.</p>

Reference number	Paragraph/Policy	Additional modification
AM229	Paragraphs 9.5.40a – 9.5.40c	<p data-bbox="770 280 1659 308"><u><i>Strategic Location for Growth (SLG) and Strategic Development Area (SDA)</i></u></p> <p data-bbox="674 336 1982 544"><u>9.5.40a One Strategic Location for Growth (SLG) north of Eynsham and one Strategic Development Area (SDA) west of Eynsham are proposed in the Eynsham – Woodstock sub-area together with a number of smaller ‘non-strategic’ housing allocations. The Oxfordshire Cotswolds Garden Village Strategic Location for Growth (SLG) will accommodate a new rural service centre to the north of the A40 near Eynsham, the detail of which will be taken forward through a separate Area Action Plan (AAP). The West Eynsham SDA will provide an urban extension of Eynsham itself.</u></p> <p data-bbox="674 571 1982 707"><u>9.5.40b There is a working assumption that the Oxfordshire Cotswolds Garden Village SLG will deliver around 2,200 new homes by 2031 which will contribute entirely towards meeting the housing needs of nearby Oxford City. The Area Action Plan (AAP) will provide a more definitive figure for the number of dwellings the Garden Village is likely to deliver.</u></p> <p data-bbox="674 734 1982 834"><u>9.5.40c The West Eynsham SDA will deliver around 1,000 new homes by 2031, a proportion of which (550 homes) will contribute towards meeting the housing needs of Oxford City with the remainder (450 homes) contributing towards West Oxfordshire’s own identified housing needs.</u></p>
AM230	Paragraphs 9.5.40d – 9.5.40r	<p data-bbox="770 871 1982 935"><u>Oxfordshire Cotswolds Garden Village Strategic Location for Growth (SLG) – 2,200 homes (Eynsham Parish)</u></p> <p data-bbox="674 962 1982 1098"><u>9.5.40d Land to the north of the A40, near Eynsham is identified as a ‘Strategic Location for Growth’ (SLG) at which a new garden village of around 2,200 homes will be created, based the Garden City movement of the late 1800s the general principles of which have been distilled by the Town and Country Planning Association (TCPA) as follows:</u></p> <ul data-bbox="770 1125 1982 1295" style="list-style-type: none"> <u>• Strong vision, leadership and community engagement;</u> <u>• Community ownership of land and long term stewardship of assets;</u> <u>• Provision of a wide range of jobs within easy commuting distance of homes;</u> <u>• Ensuring a broad mix of housing types and tenures that are genuinely affordable including starter homes and opportunities for self-build;</u>

		<ul style="list-style-type: none"> • <u>Providing integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport;</u> • <u>Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food;</u> • <u>Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods;</u> • <u>Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and seeks to minimise carbon use and achieve energy-positive technology to ensure climate resilience;</u> • <u>Land value capture for the benefit of the community.</u> <p><u>9.5.40d(i) Having regard to these overarching principles (which are not specific to West Oxfordshire and may not all be relevant) the Council’s initial aims and objectives for the garden village are set out below. These will be refined and developed through the Area Action Plan process in liaison with key stakeholders.</u></p> <ul style="list-style-type: none"> • <u>Create a garden village consistent with the TCPA’s garden city principles (see above) and with emerging standards for garden villages.</u> • <u>Deliver an exemplar development that combines 21st Century best practice with a practical delivery model replicable elsewhere.</u> • <u>Provide a new long term growth option, meeting a wide range of housing needs, including needs from Oxford City, through a mix of types and tenures.</u> • <u>Create a major long term employment opportunity that capitalises on the strategic location, and a new rural service centre supplementing Eynsham’s role.</u> • <u>Design a garden village that is distinct from Eynsham, separated from the Hanboroughs and Freeland, and that has a strong positive relationship with the wider countryside beyond the boundary of the garden village.</u> • <u>Reflect the location of the site within the Wychwood Project area through landscape design and the creation of new woodlands.</u> • <u>Incorporate new models and new delivery mechanisms in order to accelerate housing delivery.</u>
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		<ul style="list-style-type: none"> • <u>Allow for a diverse range of housing delivery partners such as self-builders, SME enterprises, major housebuilders, housing associations, community land trusts, employers etc.</u> • <u>Set out a delivery programme that ensures the necessary supporting infrastructure is delivered early on, and that enables a strong unique sense of place apparent from the first phases of development.</u> <p><u>9.5.40e The garden village SLG is primarily greenfield and largely in agricultural use at present although there some existing uses including commercial development on the southern boundary along the A40 as well as some existing residential properties and an aggregate recycling facility with permanent planning permission within the northern parts of the site. The land has no significant physical or policy constraints although there are sand and gravel deposits within and adjacent to the site and the aggregate recycling facility is safeguarded under the County Council’s Minerals and Waste Local Plan. A significant proportion of the land identified is being actively promoted for development. It falls outside the Oxford Green Belt which lies immediately to the east.</u></p> <p><u>9.5.40f Importantly, the suitability of the SLG for strategic development has been assessed in broad terms as part of countywide joint working carried out to determine the apportionment of unmet need from Oxford City. It was considered against a number of alternative site options in West Oxfordshire and shown to be the most appropriate option in West Oxfordshire (together with land to the west of Eynsham) for providing additional housing to meet the housing needs of Oxford City. Suitability for development has also been tested through the Council’s Strategic Housing and Employment Land Availability Assessment (SHELAA) and as part of the Local Plan Sustainability Appraisal (SA) process alongside other reasonable alternatives.</u></p> <p><u>9.5.40g The location of the SLG is such that it has a strong spatial relationship to Oxford and the Oxfordshire knowledge spine. This is reinforced by the Council’s own economic evidence which highlights the close relationship of Eynsham with Oxford and its surrounding environs. A broad, indicative site boundary is shown below in Figure 9.15a.</u></p> <p><u>9.5.40h The intention of the Council is to prepare more detailed policy guidance as a follow on to the Local Plan in the form of a separate ‘Area Action Plan’ (AAP) to be developed in consultation with key stakeholders. Whilst the scope of the AAP is not yet confirmed it is anticipated that it will address the</u></p>
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		<p><u>following key issues (note: this list is not exhaustive):</u></p> <ul style="list-style-type: none"> • <u>Site boundary</u> • <u>The 'vision' and aims/objectives for the Garden Village</u> • <u>Quantum and mix of uses</u> • <u>Framework plan</u> • <u>Design code requirements for future applications</u> • <u>Highways and access arrangements</u> • <u>Public transport, pedestrian and cycle facilities/linkages</u> • <u>Housing types and tenures including affordable housing</u> • <u>Energy and resources</u> • <u>Minerals and waste</u> • <u>Key infrastructure requirements</u> • <u>Delivery partners, phasing and implementation</u> • <u>Potential scope for longer term growth</u> • <u>Monitoring</u> <p><u>9.5.40i In terms of new housing provision, there is working assumption that the garden village will deliver at least 2,200 homes by 2031 although if the lead in time to construction can be accelerated, this number could be increased. Development will be led by an Area Action Plan (AAP) which will help to more definitively determine the most appropriate number of new homes to be provided. There is also an opportunity to consider further development beyond 2031 which would need to be considered against other reasonable alternatives as part of any subsequent review of this Local Plan.</u></p> <p><u>9.5.40j In accordance with Garden City/Village principles, a broad range of dwelling types and tenures will be sought including up to 50% affordable housing in line with Policy H3 (subject to viability considerations). Whilst the detail of the proposals will be taken forward through the AAP, the Council's objective is to secure at least 20% of the overall number of dwellings in the form of low cost home ownership such as Starter Homes. There will also be a strong emphasis on the provision of opportunities for self-build in accordance with Policy H5 as well as consideration of the opportunity to provide accommodation for Gypsies and Travellers in accordance with Policy H7.</u></p>
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AM231	Paragraphs 9.5.40s - 9.5.41b	<p><u>West Eynsham Strategic Development Area (SDA) – 1,000 homes (Eynsham Parish)</u></p> <p><u>9.5.40s Land to the west of Eynsham is allocated for the delivery of 1,000 homes. A proportion of these new homes (550) will contribute towards the unmet housing need of Oxford City, with the remaining balance (450) contributing towards West Oxfordshire’s own identified housing needs. The site is well-related to the main services and facilities of Eynsham including in particular Bartholomew Secondary School, Eynsham Village Hall and the Eynsham Medical Centre. It has no major physical or policy constraints to development although flood risk is an important consideration due to the presence of the Chil Brook which runs across parts of the site. The majority of the site is actively being promoted for development.</u></p> <p><u>9.5.40t The former Eynsham Nursery and Garden Centre to the west of Eynsham has already secured</u></p>

		<p><u>planning permission for residential development of 77 new homes. A resolution to grant outline planning permission has also been secured for a further 160 homes on land immediately west of Willows Edge/Thornbury Road. Both sites fall within the SDA boundary, demonstrating clear developer interest.</u></p> <p><u>9.5.40u The suitability of the site for strategic development has been assessed in broad terms as part of countywide joint working carried out to determine the apportionment of unmet need from Oxford City. The site was considered against a number of alternative site options in West Oxfordshire and shown to be the most appropriate option (together with land to the north of Eynsham, the site of the Garden Village expression of interest) for providing additional housing to meet the housing needs of Oxford City. The suitability of the site has also been tested through the Council's Strategic Housing and Employment Land Availability Assessment (SHELAA) and as part of the Local Plan Sustainability Appraisal (SA) process alongside other reasonable alternatives.</u></p> <p><u>9.5.40v The potential for a western expansion of Eynsham has also been considered as part of the extensive work and consultation on the emerging Neighbourhood Plan for Eynsham. The proposed allocation is shown below.</u></p> <p><u>9.5.40w The site is in multiple land ownerships and the majority has been promoted for development through the Council's Strategic Housing and Economic Land Availability Assessment (SHELAA). Having regard to the size of the site, the constraints that exist in terms of flood risk and the requirement for other on-site uses including a new primary school, local centre and green infrastructure it is reasonable to expect delivery of around 1,000 new homes in this area.</u></p> <p><u>9.5.40x A key consideration for this site is traffic impact not only in terms of the traffic impact of the proposed development but also the potential to deliver strategic transport improvements that would be of wider benefit to other residents and employees. In particular, a major urban extension such as this presents the opportunity to provide a new western spine road for Eynsham serving the new development and also providing a road connection from the A40 to the B4449 to the south, thereby providing additional journey choice and subject to appropriate design and traffic management/signage, potentially helping to remove unnecessary through-traffic in Eynsham including traffic currently using Witney Road and Acre End Street/High Street.</u></p> <p><u>9.5.40y The provision of this spine road will be sought as an integral part of comprehensive development to</u></p>
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		<p><u>the west of Eynsham. A key consideration is the relationship between proposed access arrangements onto the A40 from this site, as well as the park and ride and Garden Village to the north and wider improvements to the A40 more generally. There is a need for an integrated approach to ensure the most appropriate and effective solution is achieved. Another key consideration for the spine road is the potential impact on the scheduled monument that adjoins the southern boundary of the SDA. Development will therefore be required to take full account of this designated heritage asset in accordance with national policy.</u></p> <p><u>9.5.40z A further key consideration for the site is the provision of effective pedestrian and cycle links to encourage sustainable travel into Eynsham and beyond including the Oxfordshire Cotswolds Garden Village to the north of the A40. Any development in this area will need to be supported by a detailed Transport Assessment (TA) and Travel Plan.</u></p> <p><u>9.5.41a As a major urban extension into open countryside, landscape impact is a key consideration but compared to other alternative site options, this area is not overtly sensitive and if planned and designed properly, the impact of development is capable of being effectively mitigated. A detailed landscape and visual impact assessment would be required in support of any future application to determine the most appropriate form and layout of development which would ultimately influence final housing numbers.</u></p> <p><u>9.5.41b In terms of deliverability, whilst the site is in multiple ownerships, the majority is being actively promoted for development and can therefore be considered to be available. In terms of viability, the Council's evidence suggests that a scheme of 1,000 homes in this area would be viable taking account of the likely infrastructure costs including those associated with the western spine road and a new on-site primary school.</u></p>
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Reference number	Paragraph/Policy	Additional modification
AM232	Paragraphs 9.5.41c - 9.5.41e	<p style="text-align: center;"><u>Alternative Options for Strategic Growth in the Eynsham – Woodstock Sub-Area</u></p> <p><u>9.5.41c As part of the assessment of strategic options undertaken in partnership with the other Oxfordshire authorities, consideration has been given to two other ‘strategic’ options for growth in the Eynsham – Woodstock sub-area, land at Barnards Gate and land to the east of Woodstock (the majority of which is located in neighbouring Cherwell District).</u></p> <p><u>9.5.41d The Barnard Gate site is located to the north of the A40 between Witney and Eynsham. The assessment and analysis undertaken as part of the joint working on unmet need identified a number of sensitivities and the site was not subsequently included as a preferred option for meeting Oxford’s housing needs. Effectively it is a less suitable option than the land to the north of the A40 which has been identified to assist Oxford.</u></p> <p><u>9.5.41e Land to the east of Woodstock lies partly within West Oxfordshire and primarily within Cherwell District. Whilst the joint work on unmet need concluded that the site had some merit it also had a number of important sensitivities not least the potential impact on the Blenheim Palace World Heritage Site (WHS). The District Council considers that a smaller development on the portion of the site which is within West Oxfordshire is appropriate and this plan identifies an allocation of 300 homes. The site also benefits from a resolution to grant planning permission for 300 homes.</u></p>
AM233	Paragraph 9.5.41f	<p><u><i>Non-Strategic Housing Allocation</i></u></p> <p><u>9.5.41f In order to help meet identified housing needs in addition to the strategic location for growth and strategic development area, six smaller site allocations are also proposed in the Eynsham – Woodstock sub-area. These include:</u></p> <ul style="list-style-type: none"> <u>• Land East of Woodstock (300 homes)</u> <u>• Land north of Hill Rise, Woodstock (120 homes)</u> <u>• Land north of Banbury Road, Woodstock (180 homes)</u> <u>• Land at Myrtle Farm, Long Hanborough (50 homes)</u> <u>• Oliver’s Garage, Long Hanborough (25 homes)</u>

		<ul style="list-style-type: none"> • Former Stanton Harcourt Airfield (50 homes)
AM234	Paragraphs 9.5.41g - 9.5.41k	<p>Land East of Woodstock (300 homes)</p> <p>9.5.41g This is a greenfield site of around 16 ha on the south eastern edge of Woodstock currently in agricultural (arable) use. The site immediately adjoins existing residential development to the west, is bordered to the north by sports pitches associated with the Marlborough School, to the east by open countryside and to the south by the A44 and beyond that the grounds of Blenheim Palace which is a designated World Heritage Site (WHS). The eastern boundary of the site forms the administrative boundary between West Oxfordshire and neighbouring Cherwell District.</p> <p>9.5.41h The site is in a single ownership (the Blenheim Estate) and has previously been promoted through the Council's housing land availability assessment which has concluded that it is suitable in principle for residential development. The District Council previously allocated the site for mixed-use development during the preparation of the 2011 Local Plan but the site was removed at the request of the Inspector who felt at that time that the scale of the proposed development was excessive.</p> <p>9.5.41i Whilst it is clearly a sensitive site given the importance of the approach to Woodstock and the proximity of the Blenheim Palace WHS, it is reasonable to conclude that residential development in this location represents a sustainable development opportunity which if designed, managed and implemented properly, presents an excellent opportunity to deliver a high quality housing scheme in close proximity to the central core of Woodstock which ranks as one of the District's most sustainable settlements in terms of the availability of shops, services and facilities. The proposed site allocation is shown in Figure 9.15c below.</p> <p>9.5.41j The site has no major physical constraints as it is relatively flat and access can be achieved directly from the A44. It is not within the Green Belt, is not within an area of flood risk and is not within the Cotswolds AONB. In landscape terms, the Council's evidence identifies that the site is of medium landscape sensitivity and medium visual sensitivity. A key consideration for the site is potential heritage impact, both in relation to the site itself and also having regard to the cumulative impact of this site in conjunction with the two other proposed allocations at Woodstock. The Council's evidence identifies that development of the site could affect the setting of the nearby Cowyard listed buildings and the Blenheim Villa Scheduled Monument the latter impact being limited and the former capable</p>

		<p><u>of mitigation. The most significant issue for the site is the potential impact of development on the wider rural setting of the WHS and the approach along the A44. This is not however considered to be a constraint to development provided it is addressed sensitively through appropriate layout, density, scale and external appearance.</u></p> <p><u>9.5.41k For the reasons outlined above, the land east of Woodstock is allocated for the provision of around 300 new homes. Policy EW1c below applies.</u></p>
AM235	Paragraphs 9.5.41l – 9.5.41r	<p><u>Land north of Hill Rise, Woodstock (120 homes)</u></p> <p><u>9.5.41l This is a greenfield site located on the northern approach into Woodstock along the A44 Manor Road. It adjoins existing residential development at Hill Rise and Vanbrugh Close to the west and south which acts as a buffer to the Blenheim Palace WHS to the west. To the north and east of the site is open countryside which slopes gently down towards a valley associated with the River Glyme.</u></p> <p><u>9.5.41m The site is primarily within agricultural use with the exception of a small parcel of land in the southern part of the site which is in use as a children’s play area. Notably, relocation of this play area would provide the opportunity to create a vehicular access into the site from Vermont Drive/Vanbrugh Close as well as improving a more modern play facility for local children. Depending on the scale of development there may also be scope to provide a vehicular access directly onto the A44 to the north of the existing houses at Hill Rise.</u></p> <p><u>9.5.41n The site is in a single ownership (the Blenheim Estate) and has been promoted for development through the Council’s Strategic Housing and Economic Land Availability Assessment (SHELAA). Through the site assessment process the Council has concluded that the site is suitable for development. As the site is in the same ownership as land at east Woodstock (Policy EW1c) which is the subject of a current planning application, this site may come forward later in the plan period.</u></p> <p><u>9.5.41o The site has no major physical or policy constraints to development. Vehicular access can be achieved via several potential points and the site is within comfortable walking and cycling distance of the centre of Woodstock providing the opportunity for effective pedestrian and cycle links. The site is not within the Cotswolds AONB or Oxford Green Belt and is not within a defined area of flood risk.</u></p> <p><u>9.5.41p In terms of the historic environment, the Council’s evidence confirms that development of the site</u></p>

		<p><u>would not have a significant impact on any listed buildings or scheduled monuments. A key consideration for the site however is its potential impact on the rural character and nature of the setting of the Blenheim WHS as despite the site being screened from the WHS by existing housing, new development could still have an impact. Appropriate mitigation will therefore be sought as set out in Policy EW1d. Whilst a public right of way crosses the site from north to south, this could be effectively incorporated into the design and layout of any development as appropriate.</u></p> <p><u>9.5.41q A key consideration for the site is landscape impact given that this is a relatively large greenfield site on the edge of Woodstock. However, compared to other site options the landscape sensitivity of this site is considered to be relatively modest with the site very much reading as part of the existing settlement thereby providing the ability to integrate effectively with the existing built form in this location. The Council’s evidence identifies that the site is of medium landscape sensitivity and medium-high visual sensitivity and that subject to appropriate mitigation is capable of accommodating around 120 dwellings without undue harm. The design and layout of any scheme and any landscape impact mitigation would need to be considered and agreed on the basis of a full landscape and visual impact assessment. The proposed site allocation is shown in Figure 9.15d below.</u></p> <p><u>9.5.41r In light of the lack of physical and policy constraints to development the site is allocated for the provision of around 120 homes.</u></p>
AM236	Paragraphs 9.5.41s – 9.5.41w	<p><u>Land North of Banbury Road, Woodstock (180 homes)</u></p> <p><u>9.5.41s This is a greenfield site located on the northern edge of Woodstock between Green Lane and Banbury Road. It falls into three main land ‘parcels’, a western parcel, a central parcel and an eastern parcel. The site is in agricultural use and has been put forward for potential development by the landowner, the Blenheim Estate. To the west of the site is an employment site occupied by Owen Mumford an important local employer. To the south of the site is the existing, primarily residential edge of Woodstock which runs in an irregular form along Green Lane and Banbury Road which subsequently forms the eastern edge of the site with open countryside beyond. To the north of the site is open countryside.</u></p> <p><u>9.5.41t The site is in a single ownership (the Blenheim Estate) and has been promoted for development through the Council’s Strategic Housing and Economic Land Availability Assessment (SHELAA). Through the site assessment process the Council has concluded that the site is suitable for</u></p>

		<p><u>development. As the site is in the same ownership as land at east Woodstock (Policy EW1c) which is the subject of a current planning application, this site may come forward later in the plan period. The site has no major physical or policy constraints to development. Vehicular access can be achieved via Banbury Road and the site is within comfortable walking and cycling distance of the centre of Woodstock providing the opportunity for effective pedestrian and cycle links. The site is not within the Cotswolds AONB or Oxford Green Belt and is not within a defined area of flood risk.</u></p> <p><u>9.5.41u Whilst a public right of way crosses part of the site, this could be effectively incorporated into the design and layout of any development as appropriate. A key consideration for the site is landscape impact given that this is a relatively large greenfield site on the edge of Woodstock. The Council’s evidence identifies that the site is of medium landscape sensitivity, except in the south west corner where it is medium-high. Visual sensitivity is high overall. Subject to appropriate mitigation the evidence suggests that the site is capable of accommodating around 220 dwellings with development focused primarily on the eastern part of the site and to a lesser extent the central part of the site. The design and layout of any scheme and any landscape impact mitigation would need to be considered and agreed on the basis of a full landscape and visual impact assessment.</u></p> <p><u>9.5.41ui In heritage terms the Council’s evidence identifies that the development of the site has the potential to affect the Woodstock Conservation Area, the Blenheim WHS and a number of listed buildings along Banbury Road. To address these potential issues it is recommended that the western part of the site is kept free from built development with any new housing to be focused primarily on the eastern part of the site and to a lesser extent the central part of the site (allowing for the provision of a suitable buffer to the listed buildings on Banbury Road). Having regard to this advice the number of homes proposed for the site has been reduced from 250 to around 180 dwellings. This is lower than the 220 homes identified in the Council’s landscape and heritage evidence but will allow for a greater degree of ‘set back’ from the listed buildings along the Banbury Road and will reduce the level of traffic impact associated with the site. It will also help to address any potential for cumulative impact having regard to the two other proposed site allocations at Woodstock. The proposed site allocation is shown in Figure 9.15e below.</u></p> <p><u>9.5.41v The site adjoins the Glyme and Dorn Conservation Target Area (CTA) and is close to the Woodstock Water Meadows for which there is a Management Plan and Action Plan. As such the site offers excellent potential for biodiversity enhancement and informal recreation. Importantly a residential</u></p>
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		<p><u>scheme in this location would also provide the opportunity to deliver improved vehicular access to the Owen Mumford employment site allowing for a more direct connection between Green Lane and Banbury Road than currently exists.</u></p> <p><u>9.5.41w In light of the lack of physical and policy constraints to development the site is allocated for the provision of around 180 homes.</u></p>
AM237	Paragraphs 9.5.41x – 9.5.42a	<p><u>Land at Myrtle Farm, Long Hanborough (50 homes)</u></p> <p><u>9.5.41x This is a greenfield site of around 2.5 hectares located close to the centre of Long Hanborough along the northern edge of the settlement. It has been promoted for development through the Council’s Strategic Housing and Employment Land Availability Assessment (SHELAA). The site is in a single land ownership and has no significant physical or policy constraints to development.</u></p> <p><u>9.5.41y It adjoins an area of recent development at Corn Hyde and Myrtle Close. Vehicular access to the site can be achieved via an existing turning head in Corn Hyde. The site is adjoined to the east by a small supermarket with associated surface level car parking. To the north is open countryside which can be glimpsed past the church from the A4095 although the site is effectively screened by an existing mature field boundary. The site is currently in agricultural use.</u></p> <p><u>9.5.41z The Council’s assessment of the site has concluded that is a suitable and deliverable opportunity. It is centrally located within Long Hanborough providing convenient access to available services and facilities. Satisfactory vehicular access can be achieved. The site is not within the Cotswold AONB (although is relatively close so that the setting of the AONB is a consideration) or Oxford Green Belt and is not within a Conservation Area (although it does adjoin one to the west). The site is flat and self-contained from wider views. It does not fall within an area of designated flood risk and is available for development. The proposed site allocation is shown in Figure 9.15f below.</u></p> <p><u>9.5.42a In light of the lack of physical and policy constraints to development the site is allocated for the provision of around 50 homes.</u></p>

Reference number	Paragraph/Policy	Additional modification
AM238	Paragraphs 9.5.42b – 9.5.42d	<p data-bbox="770 277 1330 309"><u>Oliver’s Garage, Long Hanborough (25 homes)</u></p> <p data-bbox="676 331 1973 539"><u>9.5.42b This is a previously developed site within the existing built up area of Long Hanborough that is currently in use as a garage with associated ancillary uses. The site is around 0.75 hectares in size and capable of accommodating around 25 new homes depending on the type, mix and layout. Whilst not currently available the site has been promoted for development through the Council’s Strategic Housing and Employment Land Availability Assessment (SHELAA) and is understood to be potentially available in the medium-term.</u></p> <p data-bbox="676 564 1973 810"><u>9.5.42c The Council’s assessment of the site has concluded that it is a suitable and developable opportunity for new housing provision in Long Hanborough in a relatively central location that provides convenient access to the services and facilities available in the village. Vehicular access to the site already exists from the A4095 and there are no major physical or policy constraints to prevent the redevelopment of the site. Whilst it would represent the loss of a small local employment site this would be offset to a large extent by the provision of new homes in highly sustainable location and on a previously developed (brownfield) site. The proposed site allocation is shown in Figure 9.15g below.</u></p> <p data-bbox="676 836 1973 900"><u>9.5.42d In light of the lack of physical and policy constraints to development the site is allocated for the provision of around 25 homes.</u></p>
AM239	Paragraphs 9.5.42e – 9.5.42h	<p data-bbox="770 938 1317 970"><u>Former Stanton Harcourt Airfield (50 homes)</u></p> <p data-bbox="676 992 1973 1129"><u>9.5.42e This site is located on the southern edge of Stanton Harcourt and comprises part of a former airfield that was used during World War II. A number of airfield buildings remain on the site in varying condition. The majority of buildings are unused although a small number are used for low-key storage and industrial uses.</u></p> <p data-bbox="676 1155 1973 1324"><u>9.5.42f To the south of the site is an existing recreation area containing football and cricket pitches. To the east of the site is primarily agricultural land with a small number of residential properties along Steady’s Lane. There is also a small cemetery adjoining Main Road which forms the eastern site boundary. To the north of the site is further existing residential development and a parcel of undeveloped agricultural land. To the west is a mixture of different uses including a capped landfill</u></p>

		<p><u>site, scheduled monument and a series of restored gravel pits. The proposed site allocation is shown in Figure 9.15h below.</u></p> <p><u>9.5.42g The site adjoins the Conservation Area but does not fall within it. There is a public right of way running across the centre of the site from east to west. The site has been promoted to the Council for development through the Strategic Housing and Employment Land Availability Assessment (SHELAA) and the Council’s assessment of the site concludes that it is a suitable and deliverable development opportunity. The site has no major physical or policy constraints to prevent development coming forward and comprises previously developed land (in part) in a relatively sustainable location with good access to a range of local services and facilities. The site is the subject of a current planning application.</u></p> <p><u>9.5.42h In light of the lack of physical and policy constraints to development the site is allocated for the provision of around 50 homes.</u></p>
AM240	Paragraphs 9.5.41 – 9.5.42	<p><u>Employment</u></p> <p>9.5.41 The Council’s economic evidence highlights the importance of the Eynsham – Woodstock sub-area for employment and business. This area has a skilled resident workforce a number of whom are employed in managerial positions and has a strong functional relationship with Oxford City and the Oxford City Region. <u>It is anticipated that as part of the Oxfordshire Cotswolds Garden Village to the north of the A40, near Eynsham, a new ‘campus-style’ science park of around 40 hectares in size will be created as part of a comprehensive mixed-use development. This will create a large number of new jobs and a business opportunity that does not currently exist in West Oxfordshire. It will help to ensure that the District is able to play a complementary role to the Oxfordshire knowledge spine, presenting the opportunity for high-technology university spin-outs and development and research opportunities.</u></p> <p>9.5.42 No <u>other</u> site allocations are proposed at this stage but the Council will work with landowners and developers as well as Town and Parish Councils to identify suitable opportunities in appropriate, sustainable locations. <u>including through the anticipated early review of this Local Plan.</u> These will be focused on the rural service centres <u>with a particular focus on Eynsham.</u> Existing sites will be safeguarded in accordance with Policy E1 and the Council will support in principle the potential</p>

		modernisation of existing business premises to ensure they remain fit for purpose.
AM241	Paragraphs 9.5.46 – 9.5.48	<p>9.5.46 In terms of the highway network, we will work in partnership with the County Council to take forward necessary improvements with the A40 being the top priority. The award of £35m through the Local Growth Fund offers the potential to make a significant improvement to the current situation which would have benefits for other areas if traffic using those could be encouraged to remain on the A40 instead of seeking alternative quicker routes. We will work with the County Council and other relevant partners to <u>deliver a new park and ride site of around 1,000 spaces to the north of Eynsham as part of the Oxfordshire Cotswolds Garden Village proposal. This will be coupled with the provision of a new eastbound bus lane towards Oxford. We will also work with the County Council to help identify an appropriate strategy for delivering the longer-term improvements to the A40 that have been identified including additional dualling between Witney and Eynsham and a westbound bus lane between Eynsham park and ride and the edge of Oxford. -ensure the funding is used in a timely and effective manner. The IDP identifies the potential provision of a park and ride site at Eynsham which could come forward as part of a package of improvement measures.</u></p> <p>9.5.47 We will also work with the County Council to consider what measures could be introduced to reduce the impact of HGV traffic at Woodstock.</p> <p>9.5.48 In terms of public transport we will work with rail providers and other relevant parties to consider any necessary enhancements to stations and station facilities including <u>car</u> parking availability. <u>A key priority is Hanborough Station as this is expected to play a key, supporting role in relation to the development of the Garden Village with the potential for excellent pedestrian and cycle connectivity between the two. We anticipate Hanborough Station developing into a highly effective transport hub, coupled with improved vehicular access, parking capacity and station facilities and will work with relevant partners to help deliver this aspiration.</u> With regard to bus services we will seek to ensure that the coverage, frequency and speed of bus services within this sub-area is maximised. The County Council has aspirations to upgrade existing bus stops, enhance frequencies, improve journey times and where appropriate, we will seek public transport improvements from new development either directly or through a financial contribution. The bus route from Woodstock to Burford through Long Hanborough and Witney will be promoted, to provide better access to key tourist destinations and the national rail network.</p>

Reference number	Paragraph/Policy	Additional modification
AM242	Paragraph 9.5.51	9.5.51 The primary focus for retail and leisure provision will be the rural service centres with a particular focus on Woodstock and Eynsham. A Town Centre boundary is defined for Woodstock (see Figure 9.16) and <u>development resulting in</u> the loss of shops of and other town centre uses within the centre will be resisted <u>refused unless the criteria set out in Policy E6 can be met in full</u> . New retail proposals will be considered in accordance with the Town Centre first approach set out in Policy E5-E6 and the NPPF.
AM243	Paragraph 9.5.54	9.5.54 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 Meadows SAC, part of the Cotswolds AONB, several areas of ancient woodland and six Conservation Target Areas.
AM244	Paragraph 9.5.55	9.5.55 Proposals affecting the Green Belt will be determined in accordance with national policy. Proposals within or affecting the AONB will be determined in accordance with Policy EH1, <u>EH1a</u> and the NPPF. Any proposed development within the AONB will be expected to conserve <u>and enhance</u> landscape and scenic beauty and major developments will only be permitted in exceptional circumstances and where it can be demonstrated that they are in the public interest.
AM245	Paragraph 9.5.57	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 preserve <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.
AM246	Paragraph 9.5.60 – footnote	9.5.60 World Heritage Sites are designated heritage assets of the highest importance. In line with the NPPF, the OUV of the Blenheim Palace World Heritage Site, its setting, integrity and authenticity, will be protected, conserved and enhanced and its sustainable use promoted ⁴³ .

⁴³ <http://whc.unesco.org/en/list/425>

Reference number	Paragraph/Policy	Additional modification
AM247	Paragraph 9.5.62	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> .
AM248	Paragraph 9.5.67	9.5.67 There are, however, a number of places from where there are important views both into and from Blenheim Palace. These are identified in the Management Plan <u>and reproduced at Figure 9.16a below</u> . The setting of the site will be protected through Policy EW1 (see below) and also through other designations: Cotswolds Area of Outstanding Natural Beauty, Ancient Woodland, Oxford Green Belt and Conservation Areas at Woodstock and Bladon.
AM249	Paragraph 9.5.71	9.5.71 In accordance with Policy OS5, we will seek to ensure that all new development within the Eynsham - Woodstock sub-area is supported by appropriate and timely provision of <u>necessary-essential</u> supporting infrastructure.
AM250	Paragraph 9.6.10	9.6.10 <u>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.</u> 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. 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.

Reference number	Paragraph/Policy	Additional modification
AM251	Paragraph 9.6.12	<p>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. <u>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>
AM252	Paragraphs 9.6.25 – 9.6.27	<p>Scope for Further Expansion</p> <p>9.6.25 Although it is environmentally sensitive, this area has good transport links and a range of existing infrastructure which meets primarily local needs. It is appropriate therefore that some future growth takes place here <u>during the plan period</u>. However, it must be recognised that opportunities for development are relatively limited and the planned scale of growth therefore needs to be appropriate. <u>This is consistent with national policy which applies a more restrictive approach to development in designated areas such as the Cotswolds AONB.</u></p> <p>9.6.26 In Burford, the Town Council is keen to see an increase in the housing stock to provide some affordable housing to enable younger families to live in the town, secure the future of the primary school and increase the supply of key workers. Whilst there is some scope to provide additional</p>

		<p> dwellings within the built up area, the setting of the listed buildings and conservation area is a key sensitivity, limiting large scale intensification. There are no large previously developed sites in need of redevelopment. The development potential of land surrounding Burford is heavily constrained by the sensitivity of the landscape although there may be some scope for a small scale extension of the built up area.</p> <p>9.6.27— At Charlbury, capacity for further housing within the town is also limited. There are no large previously developed sites and the historic core forms a tight settlement with little potential for new housing, even on small sites. Even within the post war housing estates, there are few possibilities for intensification of development. The sensitivity of Charlbury’s strong landscape and environmental setting mean that significant development on the fringes of the town is unlikely to be acceptable. There is some scope for additional development at the Wychwoods and Stonesfield of an appropriate scale and type.</p>
AM253	Paragraph 9.6.28	<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 sub-area. These include:</p> <ul style="list-style-type: none"> • This is a geographically large, predominantly rural area, characterised by a network of small and medium towns and villages. • 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. • 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. • 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. • 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

		<p>of some parts.</p> <ul style="list-style-type: none"> • There are very limited opportunities for significant housing development in this area. • This is an important area in terms of employment with a large proportion of people employed in professional and managerial positions and accommodating almost 15% <u>12.5%</u> of the District’s job opportunities. • 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. • The area is characterised by high levels of home working and less commuting towards Oxford compared to the eastern parts of the District. • 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. • Rail services are good with a number of settlements located along the Cotswold line although a number of enhancements are needed-identified including redoubling between <u>Charlbury-Hanborough</u> and Wolvercote as well as improving access to stations and the availability of facilities including adequate <u>car</u> parking capacity. • Bus services are variable with better provision at Charlbury compared to Burford. • There are good opportunities for active travel with a network of rural footpaths and bridleways including the Oxfordshire Way. • 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. • Pressure on primary school capacity is an important consideration for this area.
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Reference number	Paragraph/Policy	Additional modification												
AM254	Paragraph 9.6.29	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>												
AM255	Paragraph 9.6.31	9.6.31 <u>The indicative housing requirement for this sub-area is 800 homes in the period 2011 – 2031. It is anticipated that this will be met through a combination of homes already completed, existing commitments, sites identified in the Council’s SHLAA and windfall development. No sites are proposed to be allocated through the Local Plan at this stage. This is summarised in the table below. The anticipated housing delivery for this sub-area is 774 homes in the period 2011 – 2031. It is anticipated that this will be met through a combination of homes already completed and existing commitments as summarised in the table below.</u>												
AM256	Table 9.5	<p>Table 9.5 – Anticipated Housing Delivery in the Burford – Charlbury Sub-Area</p> <table border="1"> <tbody> <tr> <td>Burford – Charlbury sub-area indicative housing requirement</td> <td>800</td> </tr> <tr> <td>Homes already completed (2011 – 2014)</td> <td>132</td> </tr> <tr> <td>Existing planning commitments as of 1st February 2015 including: <ul style="list-style-type: none"> • Rural exception sites (5) • Other permissions (184) </td> <td>189</td> </tr> <tr> <td>Identified SHLAA capacity</td> <td>84</td> </tr> <tr> <td>Windfall allowance (25 per year 2015 – 2031)</td> <td>400</td> </tr> <tr> <td>Total</td> <td>805</td> </tr> </tbody> </table>	Burford – Charlbury sub-area indicative housing requirement	800	Homes already completed (2011 – 2014)	132	Existing planning commitments as of 1 st February 2015 including: <ul style="list-style-type: none"> • Rural exception sites (5) • Other permissions (184) 	189	Identified SHLAA capacity	84	Windfall allowance (25 per year 2015 – 2031)	400	Total	805
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Table 9.5 – Anticipated Housing Delivery in the Burford - Charlbury Sub-Area

<u>Homes already completed (2011 – 2017)</u>	<u>233</u>
<u>Existing large planning commitments at 1st April 2017 (10 or more units):</u> <ul style="list-style-type: none"> • <u>The Old Brewery, Priory Lane, Burford (10)</u> • <u>Land west of Shilton Road, Burford (169)</u> • <u>Land south of Forest Road, Charlbury (37)</u> • <u>Land north of Little Lees, Charlbury (22)</u> • <u>Land at rear of 15 and 16 Woodstock Road, Charlbury (11)</u> • <u>Land south of Church Street, Kingham (16)</u> • <u>New Road, Kingham (10)</u> • <u>Land south of High Street, Milton under Wychwood (62)</u> • <u>Land south of Milton Road, Shipton under Wychwood (44)</u> • <u>Charity Farm, Woodstock Road, Stonesfield (27)</u> • <u>Land east of Farley Corner, Farley Lane, Stonesfield (13)</u> 	<u>421</u>
<u>Existing small planning commitments at 1st</u>	<u>120</u>

			<u>April 2017 (less than 10 units)</u>	
			<u>TOTAL ANTICIPATED HOUSING DELIVERY</u>	<u>774</u>
AM257	Paragraphs 9.6.32 – 9.6.33	<p><i>Past completions, <u>and</u> existing commitments, SHLAA sites and windfall</i></p> <p>9.6.32 In the first three years of the plan period (2011 – 2014) a total of 132 homes have already been completed in the Burford – Charlbury sub-area. As of 1st February 2015, a further 189 homes already benefit from planning permission or resolution to grant permission subject to Section 106. In the first six years of the plan period (2011 – 2017) a total of 233 homes have already been completed in the Burford - Charlbury sub-area. As of 1st April 2017 a further 541 homes already benefit from planning permission or resolution to grant permission subject to Section 106. This comprises 421 units on larger sites of 10 or more dwellings and 120 on smaller sites of less than 10. Total anticipated housing delivery within this sub-area in the period 2011 – 2031 is therefore 774 homes.</p> <p>9.6.33 In addition, the Council's SHLAA (June 2014) has identified capacity for around 84 new homes. These are assessed in detail in the SHLAA (available separately) and include the following:</p> <ul style="list-style-type: none"> • Tanners Lane, Burford • Burford Cottage Hospital • Land south of Sheep Street, Burford • South of Milton Road, Shipton U Wychwood 		
AM258	Paragraph 9.6.35	9.6.35 This is an important area in terms of employment, catering for almost 15% <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.		
AM259	Paragraph 9.6.41	9.6.41 In this regard, the County Council intends to conduct a review of environmental weight restrictions across the County with a particular focus on those locations which are subject to high and significant levels of HGV traffic and do not have any current restrictions in place including Burford. We will therefore work with the County Council, <u>Town and Parish Council and other partners</u> to further investigate measures that may be necessary to alleviate the impact of HGV traffic through Burford.		

Reference number	Paragraph/Policy	Additional modification
AM260	Paragraph 9.6.42	9.6.42 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 stations and the facilities available are improved wherever possible. <u>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.</u>
AM261	Paragraph 9.6.46	9.6.46 In terms of retail, the key focus will be Burford. A Town Centre boundary has been defined (see Figure 9.18) and development resulting in the loss of shops and other town centre uses within the centre will be refused unless the criteria set out in Policy E6 can be met in full. Here, the loss of shops within the town will be resisted in order to maintain its vitality and viability. Opportunities to enhance retail provision within the town will be supported in principle subject to Policy E6.
AM262	Paragraph 9.6.49	9.6.49 Proposals within or affecting the AONB will be determined in accordance with Policy EH1 <u>a</u> and the NPPF. Any proposed development within the AONB will be expected to conserve <u>and enhance</u> landscape and scenic beauty and major developments will only be permitted in exceptional circumstances and where it can be demonstrated that they are in the public interest.
AM263	Paragraph 9.6.51	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 preserve <u>conserve</u> or enhance the District's heritage assets and their significance and settings.
AM264	Paragraph 9.6.55	9.6.55 In accordance with Policy OS5, we will seek to ensure that all new development within the Burford - Charlbury sub-area is supported by appropriate and timely provision of necessary <u>essential</u> supporting infrastructure.

Appendix 1 – Schedule of Adopted Local Plan (2006) Policies to be replaced

Adopted Local Plan Policy	Replacement Policies
BE1 - Environmental and Community Infrastructure	Policy OS5 - Supporting Infrastructure
BE2 - General Development Standards	Policy OS2 – Locating Development in the Right Places Policy OS3 – Prudent Use of Natural Resources Policy OS4 - High Quality Design
BE3 - General Development Standards <u>Provision of Movement and Parking</u>	Policy T1 – Sustainable Transport Policy T2 - Highway Improvement Schemes Policy T3 – Public Transport, Walking and Cycling Policy T4 – Parking Provision
BE4 - Open space within and adjoining settlements	Policy EH3 – Public Realm and Green Infrastructure
BE5 - Conservation Areas	Policy EH7 – Historic Environment Policy EH8 – Conservation Areas
<u>BE5A – Designation and Review of Conservation Areas</u>	<u>Policy EH8 – Conservation Areas</u>
<u>BE6 – Demolition in Conservation Areas</u>	<u>Policy EH8 – Conservation Areas</u>
<u>BE7 – Alterations and Extensions to Listed Buildings</u>	<u>Policy EH9 – Listed Buildings</u>
BE8 - Development Affecting the Setting of a Listed Building	Policy EH7 – Historic Environment Policy EH9 – Listed Buildings
<u>BE9 – Change of Use of a Listed Building</u>	<u>Policy EH9 – Listed Buildings</u>
BE10 - Conversion of Unlisted Vernacular Buildings	Policy E3 - Re-use of Non-Residential Buildings Policy EH10 – Traditional Buildings Policy EH14 – Non-Designated Heritage Assets
BE11 - Historic Parks and Gardens	Policy EH7 – Historic Environment Policy EH12 – Registered Historic Parks and Gardens
BE12 - Archaeological Monuments	Policy EH7 – Historic Environment Policy EH13 – Scheduled Monuments and Other Nationally Important Archaeological

Adopted Local Plan Policy	Replacement Policies
	Remains
BE13 – Archaeological Assessments	Policy EH13 – Scheduled Monuments and Other Nationally Important Archaeological Remains
BE14 – Shop Fronts	Policy OS4 – High Quality Design
BE15 – Advertisement and Signs	Policy OS4 – High Quality Design
BE16 – Feature Illumination	Policy EH6 – Environmental Protection
BE17 - Telecommunications	Policy OS2 – Locating Development in the Right Places Policy E2 - Supporting the Rural Economy
BE18 - Pollution	Policy EH6 - Environmental Protection
BE19 – Noise	Policy EH6 - Environmental Protection
BE20 - Protection for hazardous substances, installations and airfields	Policy EH6 - Environmental Protection
BE21 - Light Pollution	Policy EH1 – Landscape Character Policy EH6 - Environmental Protection
NE1 - Safeguarding the Countryside	Policy OS2 – Locating Development in the Right Places Policy EH1 - Landscape Character Policy EH1a – Cotswolds Area of Outstanding Natural Beauty Policy EH2 – Biodiversity and Geodiversity
NE2 – Countryside around Witney and Carterton	Policy OS2 – Locating Development in the Right Places Policy WIT4 – Witney Sub-Area Strategy Policy CA3 – Carterton Sub-Area Strategy
NE3 - Local Landscape Character	Policy EH1 - Landscape Character
NE4 - Cotswolds Area of Outstanding Natural Beauty	Policy EH1 - Landscape Character Policy EH1a - Cotswolds Area of Outstanding Natural Beauty
NE5 – Oxford Green Belt	Policy OS2 – Locating Development in the Right Places
NE6 - Retention of Trees, Woodlands and Hedgerows	Policy EH1 - Landscape Character Policy EH3 – Public Realm and Green Infrastructure

Adopted Local Plan Policy	Replacement Policies
NE7 - The Water Environment	Policy EH6 - Environmental Protection
NE10 - Water Resources	Policy OS3 – Prudent Use of Natural Resources Policy EH6 - Environmental Protection
NE11 - Water Quality	Policy EH6 - Environmental Protection
NE12 Renewable Energy	Policy EH4 - Decentralised and renewable or low carbon energy development
NE13 - Biodiversity Conservation	Policy EH2 – Biodiversity and Geodiversity
NE14 - Sites of Nature Conservation or Geological Importance	Policy EH2 – Biodiversity and Geodiversity
NE15 - Protected Species	Policy EH2 – Biodiversity and Geodiversity
T1 - Traffic Generation	Policy OS2 – Locating Development in the Right Places Policy T1 – Sustainable Transport
T2 - Pedestrian and Cycle Facilities	Policy T1 – Sustainable Transport Policy T3 – Public Transport, Walking and Cycling
T3 - Public Transport Infrastructure	Policy OS5 - Supporting Infrastructure Policy T3 – Public Transport, Walking and Cycling
T4 - Major Highway Schemes	Policy T2 - Highway Improvement Schemes
T6 - Traffic Management	Policy T1 – Sustainable Transport Policy T3 – Public Transport, Walking and Cycling
<u>T8 – New Off-Street Public Car Parks</u>	<u>Policy T4 – Parking Provision</u>
<u>H1 - Phasing</u>	<u>Policy H2 – Delivery of New Homes</u>
H2 - General Residential Development Standards	Policy OS2 – Locating Development in the Right Places Policy OS4 - High Quality Design Policy H6 - Existing Housing
H3 - Range and Type of Residential Accommodation	Policy H4 – Type and Mix of New Homes
H4 - Construction of New	Policy H2 – Delivery of New Homes

Adopted Local Plan Policy	Replacement Policies
Dwellings in the Open Countryside and Small Villages	
H5 - Villages	Policy H2 – Delivery of New Homes
H6 - Medium-sized Villages	Policy H2 – Delivery of New Homes
H7 - Service Centres	Policy H2 – Delivery of New Homes
H8 - Sub-division of Existing Dwellings	Policy H6 - Existing Housing
H10 - Conversion of Existing Buildings to Residential Use in the Countryside and Small Villages	Policy E3 - Re-use of Non-Residential Buildings
H11 - Affordable Housing on Allocated and Previously Unidentified Sites	Policy H3 – Affordable Housing
H12 - Affordable Housing on Rural Exception Sites	Policy H3 – Affordable Housing
H13 – Gypsies	Policy H7 – Travelling Communities Policy H4 - Type and Mix of New Homes
<u>H14 – Residential Mobile Homes</u>	<u>Policy H7 – Travelling Communities</u>
H15 - Travelling Showpeople	Policy H7 – Travelling Communities Policy H4 - Type and Mix of New Homes
E1 - Employment Allocations	Policy E1 – Land for Employment
E2 - New Employment Sites in Towns and Larger Villages	Policy OS2 – Locating Development in the Right Places Policy E1 – Land for Employment
E3 - Individual Premises	Policy OS2 – Locating Development in the Right Places Policy E1 – Land for Employment
E4 - Re-use of Vernacular Buildings	Policy E3 - Re-use of Non-Residential Buildings Policy EH10 – Traditional Buildings
<u>E5 – Re-use of Non-vernacular buildings</u>	<u>Policy E3 - Re-use of Non-Residential Buildings</u>
E6 – Change of use of Existing Employment Sites	Policy E1 – Land for Employment

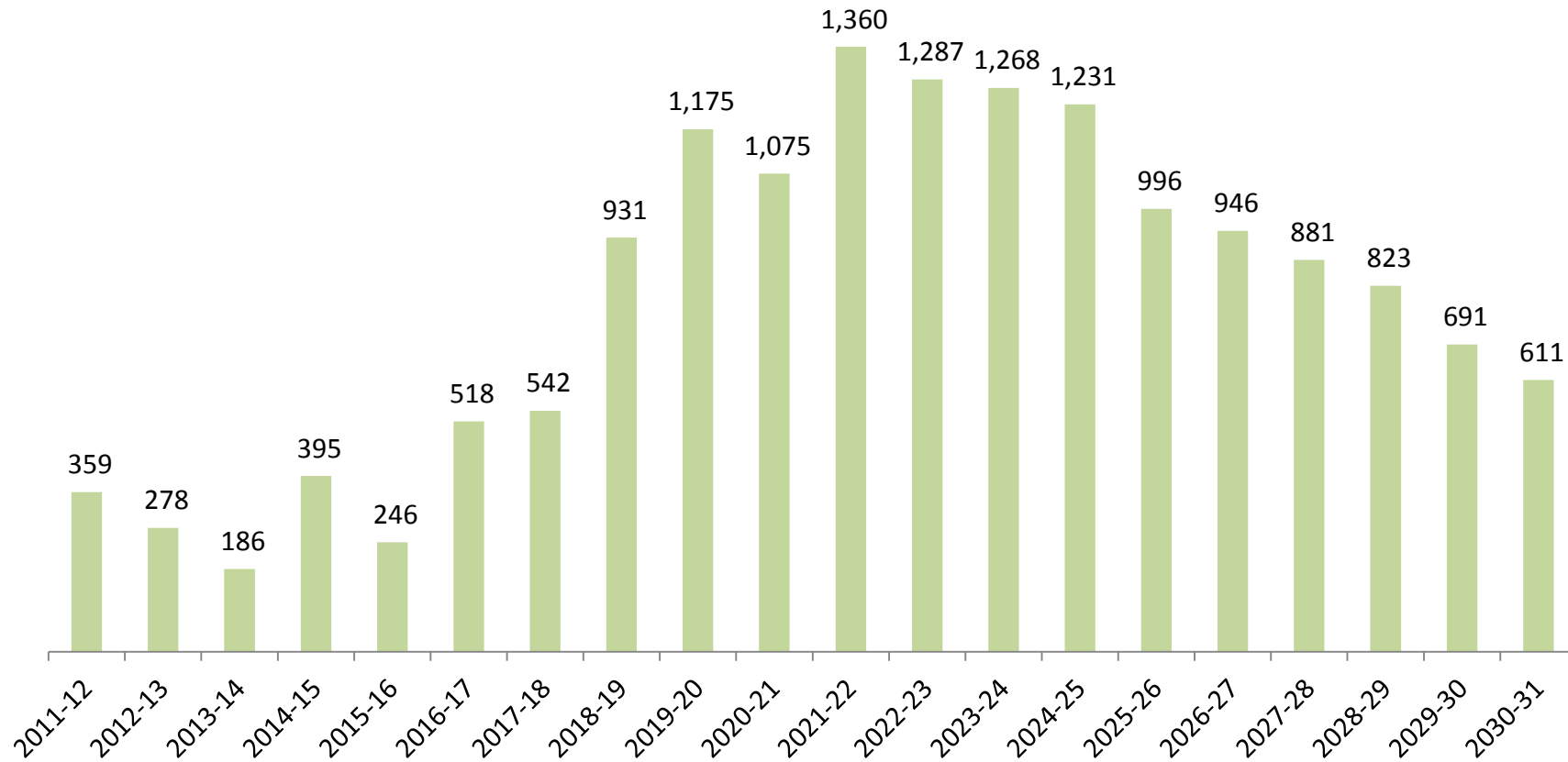
Adopted Local Plan Policy	Replacement Policies
E7 – Existing businesses	Policy E1 – Land for Employment
SH1 – New Retail Development	Policy E6 - Town Centres
SH3 – Changes of Use in Town Centres	Policy E6 - Town Centres
SH4 – Shopping Facilities for the Local Community	Policy E5 - Local Services and Community Facilities Policy E6 - Town Centres
SH5 - Retention of Local Shops and/or Post Offices	Policy E5 - Local Services and Community Facilities
SH7 - Farm Shops	Policy E2 - Supporting the Rural Economy
SH8 - Garden Centres	Policy E6 - Town Centres
TLC1 - New Tourism, Leisure and Community Facilities	Policy E4 - Sustainable Tourism
TCL2 - Use of Existing Buildings	Policy E3 - Re-use of Non-Residential Buildings Policy EH10 – Traditional Buildings
TCL3 - New Build Tourist Accommodation	Policy E4 - Sustainable Tourism
TLC4 - Touring Holiday Caravan and Camping Sites	Policy E4 - Sustainable Tourism Policy EH1 - Landscape Character
TLC5 - Existing Outdoor Recreational Space	Policy EH3a – Sport, Recreation, Children’s Play
<u>TLC7 – Provision for Public Art</u>	<u>Policy OS5 - Supporting Infrastructure</u> <u>Policy EH3 – Public Realm and Green Infrastructure</u>
<u>TLC8 – Public Rights of Way</u>	<u>Policy EH3 – Public Realm and Green Infrastructure</u>
<u>TLC9 – The Thames Path</u>	<u>Policy EH3 – Public Realm and Green Infrastructure</u>
TLC10 - River Thames	Policy E4 - Sustainable Tourism Policy EW2 – Eynsham – Woodstock Sub-Area Strategy
TLC11 - Lower Windrush Valley	Policy E4 - Sustainable Tourism Policy WIT4 – Witney Sub-Area Strategy
TLC12 - Protection of Existing	Policy E5 - Local Services and Community

Adopted Local Plan Policy	Replacement Policies
Community Services and Facilities	Facilities
WIT1 - Buttercross and Church Green	Policy WIT4 – Witney Sub-Area Strategy
<u>WIT2 – High Street, Bridge Street and Staple Hall</u>	<u>Policy WIT3 – Witney Town Centre Strategy</u> <u>Policy WIT4 – Witney Sub-Area Strategy</u> <u>Policy E6 – Town Centres</u>
WIT3 - Windrush in Witney	Policy WIT4 – Witney Sub-Area Strategy
<u>Proposal 1 – Cromwell Park, Chipping Norton</u>	<u>Policy CNI – East Chipping Norton Strategic Development Area</u>
<u>Proposal 3 – Eynsham East</u>	<u>Policy EW2 – Eynsham – Woodstock Sub-Area Strategy</u>
<u>Proposal 4 – East of Marlborough School, Woodstock</u>	<u>Policy EW2 – Eynsham – Woodstock Sub-Area Strategy</u>
<u>Proposal 5 – Station Lane, Witney</u>	<u>Policy WIT4 – Witney Sub-Area Strategy</u>
Proposal 7 - Cogges, Witney	Policy WIT4 – Witney Sub-Area Strategy Policy WIT1 – East Witney Strategic Development Area
Proposal 8 - North Curbridge Development Area, Witney	Policy WIT4 – Witney Sub-Area Strategy
Proposal 9 - Employment Land, Downs Road, Witney	Policy EI – Land for Employment Policy WIT4 – Witney Sub-Area Strategy
<u>Proposal 10 – Coral Springs Policy Area, Witney</u>	<u>Policy WIT4 – Witney Sub-Area Strategy</u>
Proposal 11 - A40 Junction at Downs Road, Witney	Policy T2 - Highway Improvement Schemes Policy WIT4 – Witney Sub-Area Strategy
Proposal 12 - Traffic Management in the Central Core and Fringe Central Area of Witney	Policy WIT4 – Witney Sub-Area Strategy
<u>Proposal 15 – North East Carterton Development Area (off Swinbrook Road)</u>	<u>Policy CA3 – Carterton Sub-Area Strategy</u>
<u>Proposal 16 – North East Carterton Country Park</u>	<u>Policy CA3 – Carterton Sub-Area Strategy</u>
<u>Proposal 17 – Shilton Road, Carterton</u>	<u>Policy CA3 – Carterton Sub-Area Strategy</u>

Adopted Local Plan Policy	Replacement Policies
Proposal 18 - Carterton Town Centre	Policy CA2 – Carterton Town Centre Strategy

Appendix 2 – Housing Trajectory

Note: the information set out below is a complete replacement of the original housing trajectory published in the original submission draft Local Plan in 2015 as it is not possible to show the changes as ‘tracked’.



Reference number	Site	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
		359	278	186	395	246	518	542	931	1,175	1,075	1,360	1,287	1,268	1,231	996	946	881	823	691	611
	Large commitments (10 or more)																				
11/1198/P/FP	Springfield Nursery, Curbridge Road Witney							13													
16/00602/FUL	Land north of Springfield Oval							0	35	40											
16/02657/FUL	Land off Well Lane, Curbridge							0	14												
16/01450/OUT	Land at Downs Road, Curbridge							0	0	50	50	50	50	57							
16/02588/OUT	Land west of Minster Lovell							0	0	0	35	50									
05/2303/P/OP	Land at Northfield Farm, Woodstock Road, Witney							4													
12/0084/P/OP	North Curbridge (West Witney)							0	25	75	125	175	200	200	150	50					
16/00758/OUT	Standlake Road, Ducklington							12	12												
14/1215/P/OP	Burford Road, Witney							0	0	50	50	50	50	50	10						
15/03070/FUL	Dark Lane Witney							14													
15/00647/FUL	Land at Thorney Leys							0	20	6											
13/1465/P/OP	New Road, Bampton							50	50	21											
16/03415/OUT	Land east of Mount Owen Road, Bampton							0	0	50	50	60									

Reference number	Site	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
15/04061/OUT	Land south of Stanmore Crescent, Carterton (REEMA Central)							0	0	40	41										
13/0399/P/RM	REEMA North, Carterton							0	0	0	0	0	40	40	40	40	40				
13/1494/P/OP	Saxel Close, Aston							0	15	15	8										
15/01550/OUT	Land north of Cote Road, Aston							0	15	15	11										
13/0249/P/FP	63 Burford Road, Carterton							2													
15/02407/OUT	Brooklands Nurseries, Shilton Road, Carterton							5	10												
14/0091/P/OP	Land east of Carterton							0	50	75	75	100	125	125	125	25					
14/1339/P/OP	Linden House, Kilkenny Lane, Carterton							0	10												
13/1752/P/FP	Swinbrook Road, Carterton							50	50	38											
14/0522/P/OP	Rock Hill Farm, Chipping Norton							0	0	25	50	21									
14/01884/FUL	Walterbush Road, Chipping Norton							100	101												
16/03761/OUT	Land west of Quarhill Close, Over Norton							0	18												

Reference number	Site	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
13/0982/P/FP	Land north east of Marlborough School, Woodstock							14	0												
16/01364/OUT	Land east of Woodstock							0	0	50	75	75	75	25							
15/00561/OUT	Street Farm 22 Nethercote Road, Tackley							0	13	13											
15/01999/OUT	Land east of Nethercote Road, Tackley							0	35	35											
16/01054/OUT	Land at former Stanton Harcourt Airfield							0	25	25											
16/01902/OUT	Land north of New Yatt Road, North Leigh							0	20	20											
15/01934/OUT	Land south of New Yatt Road, North Leigh							0	25	25	26										
15/03797/OUT	Land south east of Pinsley Farm, Long Hanborough							0	0	40	40	40									
15/03148/OUT	Land west of Thornbury Road, Eynsham							0	0	40	60	60									
15/00320/FUL	Park Farm, Standlake Road, Northmoor							15													
15/01021/PN56	Pink Hill House, Southfield Road, Eynsham							16													

Reference number	Site	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
14/1234/P/OP	Land south of A4095 to the west of Long Hanborough							0	25	50	50	44									
15/01184/FUL	Land adjacent to Newland Street, Eynsham							0	13												
14/1102/P/OP	Church Road, Long Hanborough							0	20	30											
14/1260/P/FP	Home Farm, Grove Road, Bladon							21													
15/02135/OUT	Land Between Wychwood House and Malvern Villas Witney Road, Freeland							15	15	11											
15/00761/FUL	Eynsham Nursery and Garden Centre							0	25	40	12										
16/02306/FUL	Land rear of 15 and 16 Woodstock Road, Charlbury							0	11												
16/02851/OUT	Land south of Milton Road, Shipton under Wychwood							0	22	22											
15/00166/OUT	Land west of Shilton Road, Burford							0	25	50	50	44									
14/1046/P/FP	Land south of Church Street, Kingham							8	8												

Reference number	Site	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
14/02130/OUT	Charity Farm Woodstock Road, Stonesfield							27													
15/04215/FUL	Land east of Farley Corner, Farley Lane, Stonesfield							13													
15/00797/FUL	New Road, Kingham							5	5												
15/00567/FUL	Land north of Little Lees, Charlbury							0	22												
15/03099/FUL	Land south of Forest Road, Charlbury							0	0	0	15	22									
15/03128/OUT	Land south of High Street, Milton-under-Wychwood							15	30	17											
13/1415/P/FP	The Old Brewery, Priory Lane, Burford							5	5												
	Draft Local Plan allocations																				
WIT1	East Witney							0	0	0	0	25	50	50	50	50	50	50	50	50	25
WIT2	North Witney							0	0	0	0	25	50	100	150	200	200	200	200	175	100
WIT2b	Land west of Minster Lovell ⁴⁴							0	0	0	0	0	40								
WIT2a	Woodford Way Car Park, Witney							0	0	0	0	0	0	25	25						

⁴⁴ 85 included in large commitments

Reference number	Site	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
CA1	REEMA North and Central, Carterton ⁴⁵							0	0	0	0	0	0	40	40	40	40	40	19		
CA1a	Land at Milestone Road, Carterton							0	0	20	40	40	40	40	20						
CA1b	Land at Swinbrook Road, Carterton							0	0	0	0	20	50								
CN1	Land east of Chipping Norton (Tank Farm)							0	25	50	50	52	75	75	100	100	100	100	150	150	173
EW1d	Land north of Hill Rise, Woodstock							0	0	0	0	0	20	50	50						
EW1c	Land east of Woodstock ⁴⁶							-	-	-	-	-	-								
EW1e	Land north of Banbury Road, Woodstock							0	0	0	0	0	0	0	30	50	50	50			
EW1b	Land west of Eynsham ⁴⁷							0	0	0	0	0	75	75	125	125	150	125	88		
EW1a	Oxfordshire Cotswolds Garden Village							0	0	0	0	220	220	220	220	220	220	220	220	220	220
EW1g	Olivers Garage, Long Hanborough							0	0	0	0	25									
EW1f	Land at Myrtle Farm, Long Hanborough							0	0	0	25	25									

⁴⁵ 81 included in large commitments

⁴⁶ 300 units included in large commitments

⁴⁷ 237 units included in large commitments

Reference number	Site	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
EW1h	Former Stanton Harcourt Airfield Main Road Stanton Harcourt ⁴⁸							0	0	0	0	0									
	Small commitments (less than 10)																				
	Existing planning permissions less than 10 units							112	111	111	111	111	31								
	Windfall 2017 to 2022							26	26	26	26	26									
	Windfall 2022 to 2031												96	96	96	96	96	96	96	96	93
	Past completions	359	278	186	395	246	518														

⁴⁸ 50 units included in large commitments

Appendix 3 – Local Plan Delivery and Monitoring Framework

Policy OS1 – Presumption in Favour of Sustainable Development				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<ul style="list-style-type: none"> - Local Plan - Development management - NPPF - Neighbourhood Plans - Permitted development 	<ul style="list-style-type: none"> - WODC (lead) - Developers & landowners - Town and Parish Councils - Local communities 	<ul style="list-style-type: none"> - Percentage of applications determined within target timescale - Percentage of applications refused as contrary to policy - Number of successful appeals for major development - 5-year housing land supply 	<p>To be applied on an ongoing basis and subject to annual monitoring review.</p> <p>Policy review may be necessary in light of any upheld appeal decisions.</p>	<p>Maintenance of 5-year housing land supply to ensure local plan policies are given full weight</p>
Policy OS2 – Locating Development in the Right Places				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<ul style="list-style-type: none"> - Local Plan - Development management - Strategic Site allocations at Witney, Carterton and Chipping Norton - Neighbourhood Plans - SHELAA - RES sites 	<ul style="list-style-type: none"> - WODC (lead) - Developers & landowners - Town and Parish Councils - Local communities - Registered providers 	<ul style="list-style-type: none"> - Annual total of new development floorspace permitted / completed within each sub area - Proportion of District development floorspace permitted / completed within each category of settlement / each sub-area 	<p>To be applied on an ongoing basis and subject to annual monitoring review.</p>	<p>Anticipated sub-area housing delivery achieved</p> <p>Measurement against Council's housing trajectory.</p>

Policy OS3 – Prudent Use of Natural Resources				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<ul style="list-style-type: none"> - Development management - Building regulations 	<ul style="list-style-type: none"> - WODC (lead) - Developers & landowners - Local communities - Building Control 	<ul style="list-style-type: none"> - Percentage car use - Residual household waste per household - Percentage of household waste sent for re-use, recycling and composting - Proportion of development taking place on previously developed land - Average density of development - Percentage of developments allowed in Flood Zones 2 and 3 - Air quality - Compliance with sustainable construction requirements (to be addressed through building regulations) - <u>Proportion of new residential development achieving the optional building regulation requirement for water efficiency</u> 	<p>To be applied on an ongoing basis and subject to annual monitoring review.</p> <p>The requirements may be adjusted at the national level which could necessitate a potential review.</p>	<p>Recycle or compost at least 65% of household waste by March 2020</p> <p>Recycle or compost at least 70% of household waste by March 2025</p> <p><u>All new residential development to achieve the optional building regulation requirement for water efficiency</u></p>

Policy OS4 - High Quality Design				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
- Development management including application of the WODC Design Guide, Landscape Assessments, Conservation Area Appraisals and AONB guidance	- WODC (lead) - Developers & landowners - Local communities - Cotswolds Conservation Board	- Number of design awards won - Number of appeals upheld on design grounds.	To be applied on an ongoing basis and subject to annual monitoring review. Local conservation and design guidance to be kept up to date. The West Oxfordshire Design Guide will be updated in 2015.	None at present.
Policy OS5 - Supporting Infrastructure				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
- Development management - Infrastructure Delivery Plan (IDP) - CIL Regulation 123 List - Community Infrastructure Levy - Section 106 legal agreements - New Homes Bonus - Strategic Economic Plan	- WODC (lead) - Infrastructure providers - Oxfordshire Growth Board - Oxfordshire Local Enterprise Partnership (LEP) - Developers & landowners - Town and Parish Councils - Local communities	- Number of IDP schemes delivered per annum - Money derived from new development as contribution to CIL - Contributions derived through S106 agreements - Annual community infrastructure floorspace	Aiming to adopt CIL charging schedule in 2019 to be introduced in 2016 Policy to be applied on an ongoing basis and subject to annual monitoring review.	None at present.
Policy H1 – Amount and Distribution of Housing				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
- Local Plan including strategic site allocations - Area Action Plan for Oxfordshire Cotswolds Garden Village	- WODC (lead) - Developers & landowners - Town and Parish Councils - Local communities - Registered providers	- Residential Permissions / completions (district) (Measured against staged housing requirement set out in Policy H2 525 homes per	To be applied on an ongoing basis and subject to annual monitoring review. An early review of the policy	Housing delivery rate to be measured against staged housing requirement set out in Policy H2 District wide target of 525 dwellings per

<ul style="list-style-type: none"> - Annual monitoring including 5-year housing supply - Development management - Neighbourhood Plans - SHELAA - Unidentified/windfall sites 		<p>year target)</p> <ul style="list-style-type: none"> - Proportion of <u>housing requirement target delivered</u> (District) - Residential completions by sub-area - Proportion of <u>housing requirement target delivered</u> by sub-area - 5 year housing land supply 	<p>may be needed to take account of any 'unmet' housing need from Oxford City that is apportioned to West Oxfordshire through joint working being co-ordinated by the Oxfordshire Growth Board.</p>	<p>annum</p> <p>Indicative housing requirement for each <u>Anticipated</u> sub-area to <u>housing delivery</u> achieved</p>
Policy H2 – Delivery of New Homes				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<ul style="list-style-type: none"> - Local Plan policies including <u>strategic site</u> allocations - Development Management - Neighbourhood Plans - SHELAA - Unidentified/windfall sites - <u>Site-specific planning briefs</u> 	<ul style="list-style-type: none"> - WODC (lead) - Developers & landowners - Town and Parish Councils - Local communities - Registered providers 	<ul style="list-style-type: none"> - Residential Permissions / Completions by sub-area / settlement - Percentage of development taking place on previously developed land - Delivery of new homes on allocated sites - Number/percentage of residential schemes on unidentified windfall sites - Number of RES schemes - 5 year housing land supply - Percentage of development taking place in Flood Zones 2 and 3 	<p>To be applied on an ongoing basis and subject to annual monitoring review.</p> <p>An early review of the policy may be needed to take account of any 'unmet' housing need from Oxford City that is apportioned to West Oxfordshire through joint working being co-ordinated by the Oxfordshire Growth Board.</p>	<p>Housing delivery rate to be measured against <u>staged housing requirement set out in policy H2 District wide target of 525 dwellings per annum</u> and proportionately broken down by sub area.</p>

Policy H3 – Affordable Housing				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<ul style="list-style-type: none"> - Development management - Rural exception sites - Self-build schemes - Strategic allocations - Use of commuted sums including potential acquisition of land 	<ul style="list-style-type: none"> - WODC (lead) - Developers & landowners - Registered providers - Town and Parish Councils - Local communities - Local Housing and Community Land and Self-Build Trusts 	<ul style="list-style-type: none"> - Total number of affordable housing permissions / completions in district per annum. - Proportion of total housing completions that are affordable. - Proportion of total housing completions that are affordable by sub-area - Changes in housing need including the extent of the Council's waiting list - Affordable housing commuted sums secured for schemes of 6-10 units within AONB 	<p>To be applied on an ongoing basis and subject to annual monitoring review.</p>	<p>Affordable housing target to vary by zone ranging from 50% in the high value zone, to 40% in the medium value zone and 35% in the low value zone.</p> <p>A corporate target has been set of delivery of 400 affordable homes in the period 2015 – 2018 and at least 800 in the period 2015 – 2020.</p>
Policy H4 – Type and Mix of New Homes				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<ul style="list-style-type: none"> - Development management - Strategic allocations at Witney, Carterton and Chipping Norton Site allocations - Site-specific planning briefs - Neighbourhood Plans - Unidentified windfall sites 	<ul style="list-style-type: none"> - WODC (lead) - Developers & landowners - Registered providers - Oxfordshire County Council - Town and Parish Councils - Local communities 	<ul style="list-style-type: none"> - Proportion of residential permissions by type and tenure by sub-area - Proportion of residential completions by type and tenure by sub-area - Overall housing stock by type - Proportion of homes built to accessible and adaptable housing standards 	<p>To be applied on an ongoing basis and subject to annual monitoring review.</p> <p>New housing needs evidence may lead to a review of the policy approach being taken.</p>	<p>To secure at least 25% of market and affordable housing on schemes of ++ 50 or more homes as accessible and adaptable housing.</p> <p>To secure at least 5% of homes on schemes of ++ 50 or more dwellings as wheelchair user-adaptable dwellings <u>(note: where</u></p>

		<ul style="list-style-type: none"> - Proportion of new homes built as wheelchair user <u>adaptable</u> dwellings - <u>Number of pitches and plots provided for non-travelling Gypsies and Travellers and for Travelling Showpeople</u> 		<p><u>wheelchair adaptable homes are provided they will be counted as contributing towards the 25% accessible and adaptable homes requirement.</u></p> <p><u>To provide up to 24 additional pitches for non-travelling Gypsies and Travellers and up to 3 plots for Travelling Showpeople in the period up to 2031</u></p>
Policy H5 – Custom and Self Build Housing				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<ul style="list-style-type: none"> - Development management - Self build register - Self-build schemes - <u>Strategic Site</u> allocations - Use of commuted sums including potential acquisition of land - <u>Self-build design code</u> 	<ul style="list-style-type: none"> - WODC (lead) - Developers & landowners - Registered providers - Town and Parish Councils - Local communities - Local Housing and Community Land and Self-Build Trusts 	<ul style="list-style-type: none"> - Quantum of land allocated for self-build projects per annum - Number of people on WODC self build register requiring a plot. - Number of self build permissions / completions per annum 	<p>To be applied on an ongoing basis and subject to annual monitoring review.</p> <p>Monitoring information including the self build register may lead to a review of the policy approach</p>	<p>To secure at least 5% of residential plots on larger housing schemes of 100 or more dwellings for the purposes of self-build.</p>
Policy H6 – Existing Housing				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<ul style="list-style-type: none"> - Development management - Partnership working in relation to the re-use of empty homes 	<ul style="list-style-type: none"> - WODC (lead) - Developers & landowners - Town and Parish Councils - Local communities 	<ul style="list-style-type: none"> - Residential conversions to non-residential uses by District and sub-area - Size, number, location of existing housing which is subdivided/ extended (or 	<p>To be applied on an ongoing basis and subject to annual monitoring review.</p>	<p>None at present.</p>

		proposed for such alterations) to provide additional dwellings - Number of replacement dwellings - Number of empty homes		
Policy H7 – Travelling Communities				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<ul style="list-style-type: none"> - Local Plan allocations (to be addressed through early plan review) - <u>Expansion/intensification of existing sites</u> - <u>Area Action Plan (AAP) for Oxfordshire Cotswolds Garden Village</u> - Development management - Partnership working to identify sites 	<ul style="list-style-type: none"> - WODC (lead) - Travelling communities - Developers & landowners - Town and Parish Councils - Local communities 	<ul style="list-style-type: none"> - Total number of pitches/<u>plots</u> - Total number of permissions per annum - Proportion of permissions on allocated and unallocated sites - Level of identified need - 5-year housing land supply 	<p>To be applied on an ongoing basis and subject to annual monitoring review.</p> <p>The criteria-based policy will be applied until the Council is in a position to identify potential sites.</p>	<p>20-5 additional pitches for gypsies and travellers to be delivered by 2029 2031.</p> <p>-5 additional plots for travelling showpeople to be delivered by 2031.</p> <p><u>-expansion and/or intensification of existing Gypsy and Traveller sites to provide 1-2 pitches</u></p>
Policy H8 – Land at Cuckoowood Farm, Freeland				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<ul style="list-style-type: none"> - <u>Site allocation</u> - <u>Development management</u> 	<ul style="list-style-type: none"> - <u>WODC</u> - <u>Landowner</u> 	<ul style="list-style-type: none"> - <u>Number of plots available</u> - <u>5 year housing land supply</u> 	<ul style="list-style-type: none"> - <u>Policy assumes the provision of 3 plots by 2021 and a further 3 plots beyond 2021</u> 	<ul style="list-style-type: none"> - <u>Overall requirement for 6 additional plots in the period to 2031.</u>

Policy E1 – Land for Employment				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<ul style="list-style-type: none"> - Development management - Strategic Site allocations - Neighbourhood Plans - Strategic <u>Housing and Employment Land Availability Assessment</u> - <u>Area Action Plan (AAP) for Oxfordshire Cotswolds Garden Village</u> 	<ul style="list-style-type: none"> - WODC (lead) - Business community - Oxfordshire Local Enterprise Partnership - Developers & landowners - Town and Parish Councils 	<ul style="list-style-type: none"> - Total employment land available - New business formation / survival rates - Total amount of permitted employment land (District) - Total amount of permitted employment land by sub-area - Total amount permitted per annum - Total amount completed per annum - Amount of employment land lost to other uses per annum - Take up of allocated employment land 	<p>To be applied on an ongoing basis and subject to annual review. The employment land target may be revised in light of new evidence.</p> <p><u>Development of the Oxfordshire Cotswolds Garden Village assumed to come forward from 2021 onwards.</u></p>	<p>Provision of <u>at least 27 hectares and up to 60</u> hectares of additional employment land in the period to 2031 <u>with the provision of additional land at the Oxfordshire Cotswolds Garden Village allowing for additional business land provision beyond 2031.</u></p>
Policy E2 – Supporting the Rural Economy				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<ul style="list-style-type: none"> - Development management - Partnership working - Neighbourhood Plans 	<ul style="list-style-type: none"> - WODC (lead) - Rural business community - Oxfordshire Local Enterprise Partnership - Developers & landowners - Town and Parish Councils 	<ul style="list-style-type: none"> - Total amount of rural employment floorspace - Total area of floor space permitted for rural diversification by sub-area - Total area of floor space 	<p>To be applied on an ongoing basis and subject to annual monitoring review.</p>	<p>100% coverage of superfast broadband</p>

	- Local communities	completed by sub-area - Percentage coverage of superfast broadband in rural areas		
Policy E3 – Re-use of Non-Residential Buildings				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
- Development management including application of West Oxfordshire Design Guide SPD - Neighbourhood Plans	- WODC (lead) - Business community - Developers & landowners - Local communities	- Total number of non-residential conversions permitted by sub area - Total number of non-residential conversions completed by sub area	To be applied on an ongoing basis and subject to annual monitoring review.	None at present.
Policy E4 – Sustainable Tourism				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
- Development management - Partnership working - Lower Windrush Valley Project - WODC Tourism Strategy	- WODC (lead) - Cotswold Conservation Board - River Thames Alliance - Lower Windrush Valley Project - Oxfordshire County Council - Developers and landowners - Local communities	- Total number of leisure and recreation permissions per annum - Total area of leisure and recreation permissions by location - Tourism and visitor spend in West Oxfordshire	To be applied on an ongoing basis and subject to annual monitoring review.	None at present.

Policy E5 – Local Services and Community Facilities				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<ul style="list-style-type: none"> - Development management - Partnership working - Strategic Site allocations to include community provision where appropriate Localism Act including Community Right to Bid Neighbourhood Plans 	<ul style="list-style-type: none"> - WODC (lead) - Developers & landowners - Town and Parish Councils - Local communities 	<ul style="list-style-type: none"> - Amount of floorspace permitted per annum for community uses - Amount of floorspace under community use lost per annum - Total number of community facilities by District and sub-area - Number of premises allocated as assets of community value 	<p>To be applied on an ongoing basis and subject to annual monitoring review.</p> <p>Marketing of premises is likely to be an important factor in determining change of use applications.</p> <p>Marketing guidance for District to be kept up to date and reviewed as necessary</p>	None at present.
Policy E6 – Town Centres				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<ul style="list-style-type: none"> - Development management - Neighbourhood Plans - Partnership working 	<ul style="list-style-type: none"> - WODC (lead) - Retail business community - Developers & landowners - Town and Parish Councils - Local communities 	<ul style="list-style-type: none"> - Total amount of retail floorspace permitted in centre per annum - Total amount of retail floorspace permitted out of centre per annum - Loss of AI (retail) units - Loss of other town centre uses - Vacancy rates 	<p>To be applied on an ongoing basis and subject to annual monitoring review.</p>	<p>No specific target although the general aim is to maintain a high percentage of AI retail uses within the defined Primary Shopping Frontages.</p>

Policy T1 – Sustainable Transport				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<ul style="list-style-type: none"> - Development Management - Strategic Allocations - Partnership working - Infrastructure Delivery Plan (IDP) 	<ul style="list-style-type: none"> - WODC (lead) - Oxfordshire LEP - Oxfordshire County Council - Oxfordshire Rural Community Council - Other local authorities - Bus and rail providers - Developers and landowners - Town and Parish Councils - Local communities 	<ul style="list-style-type: none"> - CIL / S106 funding allocated for sustainable transport projects - Number of travel plans produced - Percentage car use in District - Percentage of travel by walking or cycling - Air quality including AQMAs at Chipping Norton and Witney <u>and Oxford Meadows SAC</u> - Levels of home working 	<p>To be applied on an ongoing basis and subject to annual monitoring review.</p>	<p>100% coverage of superfast broadband</p>
Policy T2 – Highway Improvement Schemes				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<ul style="list-style-type: none"> - Development management - Strategic allocations <u>including the Oxfordshire Cotswolds Garden Village</u> - <u>LTP3 / LTP4 – ‘Connecting Oxfordshire’</u> - <u>Science Transit Project</u> - <u>Oxfordshire County Council Bus Strategy</u> 	<ul style="list-style-type: none"> - WODC (lead) - Oxfordshire LEP - Oxfordshire County Council - <u>Oxfordshire Rural Community Council</u> - <u>Community First Oxfordshire</u> - Other local authorities 	<ul style="list-style-type: none"> - Delivery of strategic highway schemes identified - CIL / S106 funding allocated for highway improvement projects - Proportion of trips made by car - Proportion of trips made by non-car modes e.g. 	<p>To be applied on an ongoing basis and subject to annual monitoring review.</p> <p>It is anticipated that the sequence of transport improvements in Witney is likely to be Down’s Road junction, followed by Shores</p>	<p>None at present.</p>

<ul style="list-style-type: none"> - Partnership working - Infrastructure Delivery Plan (IDP) - CIL Regulation 123 List 	<ul style="list-style-type: none"> - Bus and rail providers - Developers and landowners - Town and Parish Councils - Local communities 	<p>walking, cycling, public transport</p> <ul style="list-style-type: none"> - Air quality - Number of travel plans per annum 	<p>Green Slip Roads and in the longer-term, the West End Link and Northern Distributor Road.</p> <p><u>The timing of any eastern link road for Chipping Norton will be phased in accordance with delivery of the overall strategic site.</u></p> <p><u>The timing of any western link road for Eynsham and northern link road for the Oxfordshire Cotswolds Garden Village will be phased in accordance with delivery of those strategic sites.</u></p>	
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Policy T3 – Public Transport, Walking and Cycling

Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<ul style="list-style-type: none"> - Development management - Strategic allocations - LTP3/LTP4 – ‘Connecting Oxfordshire’ - Oxfordshire County Council Rail Strategy - Oxfordshire County Council Bus Strategy - Partnership working 	<ul style="list-style-type: none"> - WODC (lead) - Oxfordshire LEP - Oxfordshire County Council - Oxfordshire Rural Community Council - Community First Oxfordshire - Other local authorities - Bus and rail providers - Developers and 	<ul style="list-style-type: none"> - CIL / SI06 funding allocated for sustainable transport projects - Number of travel plans per annum - Proportion of trips made by car - Proportion of trips made by non-car modes e.g. walking, cycling, public transport 	<p>To be applied on an ongoing basis and subject to annual monitoring review.</p>	<p>None at present.</p>

- Infrastructure Delivery Plan (IDP)	landowners - Town and Parish Councils - Local communities			
Policy T4 – Parking Provision				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
- Development Management - Oxfordshire County Council Parking Standards - LTP3/LTP4 – ‘ Connecting Oxfordshire ’ - Neighbourhood Plans - WODC Car Parking Strategy	- WODC - Oxfordshire County Council - Developers and Landowners - Town and Parish Councils - Local Communities	- Amount and capacity of available public parking Number of new, public off street parking spaces permitted per annum - Developer contributions secured towards additional parking provision	To be applied on an ongoing basis and subject to annual monitoring review.	None at present.
Policy EHI a Cotswolds Area of Outstanding Natural Beauty				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
- Development management	- WODC (lead) - Cotswold Conservation Board	- Total number of applications granted within AONB. - Number of major developments granted within AONB	To be applied on an ongoing basis and subject to annual monitoring review.	None at present
Policy EHI – Landscape Character				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
- Development management - Partnership working including Lower Windrush Valley Project, Windrush in Witney Project and the	- WODC (lead) - Cotswolds Conservation Board - Oxfordshire County Council	- Total number of applications granted within AONB - Total number of applications granted within	To be applied on an ongoing basis and subject to annual monitoring review.	None at present

Wychwood Project	<ul style="list-style-type: none"> - Developers and landowners - Lower Windrush Valley Project - Wychwood Project 	<ul style="list-style-type: none"> project areas - Proportion of development in district refused on basis on landscape character impact 		
Policy EH2 – Biodiversity <u>and Geodiversity</u>				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<ul style="list-style-type: none"> - Development management - Habitat Regulations Assessment (HRA) - Infrastructure Delivery Plan (IDP) - Partnership working - Conservation Target Areas - Establishment of Nature Improvement Areas (NIAs) 	<ul style="list-style-type: none"> - WODC (lead) - Wild Oxfordshire - Oxfordshire Nature Partnership - Oxfordshire County Council - The Cotswolds Ecological Networks Partnership - Developers and landowners 	<ul style="list-style-type: none"> - Total number of applications refused on basis of biodiversity/<u>geodiversity</u> impact - Number of applications granted within project areas - Changes in biodiversity/<u>geodiversity</u> assets including condition of Oxford Meadows SAC, area of protected sites, records of priority species and habitats 	<ul style="list-style-type: none"> To be applied on an ongoing basis and subject to annual monitoring review. TVERC supply monitoring data to West Oxfordshire District Council in relation to priority species and habitats and the total area and condition status of protected sites. 	<ul style="list-style-type: none"> There is an overarching international commitment to halting and reversing biodiversity decline by 2020. <u>In making the assessment of air quality on the Oxford Meadows SAC the critical load for the relevant habitat will be used as the target.</u>
Policy EH3 – Public Realm and Green Infrastructure				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<ul style="list-style-type: none"> - Development management - Infrastructure Delivery Plan (IDP) - Partnership working - Green Infrastructure Strategy - West Oxfordshire Open Space Study and Playing Pitch Strategy - Neighbourhood Plans 	<ul style="list-style-type: none"> - WODC (lead) - Oxfordshire County Council - Developers and landowners - Town and Parish Councils - Local communities 	<ul style="list-style-type: none"> - Developer contributions secured for green infrastructure enhancements - Total area of green infrastructure assets lost to new development by sub area - Access to informal greenspace - Total area of new open space delivered through new 	<ul style="list-style-type: none"> To be applied on an ongoing basis and subject to annual monitoring review. Preliminary work is underway on the preparation of a county wide Green Infrastructure strategy which will help to co-ordinate funding and improvements to green 	<ul style="list-style-type: none"> Quantity standards for assessing current and future provision of open space as well as the requirements from new development are included in the West Oxfordshire Open Space Study 2013. These will be used as the

		development by typology	infrastructure to priority areas.	benchmark for measuring the delivery of open space in the District. None at present.
Policy EH3a – Sport, Recreation and Children’s Play				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<ul style="list-style-type: none"> - Development management - Infrastructure Delivery Plan (IDP) - West Oxfordshire Open Space Study and Playing Pitch Strategy - Neighbourhood Plans 	<ul style="list-style-type: none"> - WODC (lead) - Developers and landowners - Town and Parish Councils - Local communities 	<ul style="list-style-type: none"> - Total loss of open space, sports and recreational buildings and land - Total area of new open space, sports and recreational buildings and land delivered through new development by typology 	<p>To be applied on an ongoing basis and subject to annual monitoring review.</p>	<p>Quantity standards for assessing current and future provision of open space as well as the requirements from new development are included in the West Oxfordshire Open Space Study 2013.</p> <p>These will be used as the benchmark for measuring the delivery of open space in the District.</p>
Policy EH4 – Decentralised and renewable or low carbon energy development				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<ul style="list-style-type: none"> - Development management - Strategic Site allocations - Partnership working including community-led initiatives - Community woodfuel initiative 	<ul style="list-style-type: none"> - WODC (lead) - Cotswolds Conservation Board - West Oxfordshire Wood Fuel Network - Developers and landowners - Town and Parish Councils - Local communities 	<ul style="list-style-type: none"> - Total capacity of renewable energy generation secured through new development. (capacity, type and location) - Total capacity of standalone renewable energy permitted in district (capacity, type and location) 	<p>To be applied on an ongoing basis and subject to annual monitoring review.</p>	<p>None at present.</p>

Policy EH5 – Flood Risk				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<ul style="list-style-type: none"> - Development management including application of sequential and exception tests - NPPF - Use of flood risk assessments - Use of sustainable drainage systems 	<ul style="list-style-type: none"> - WODC (lead) - Environment Agency - Oxfordshire County Council - Developers and landowners 	<ul style="list-style-type: none"> - Number of applications permitted within flood zones 2 and 3 by type. - Number of applications refused on basis of flood risk by type 	To be applied on an ongoing basis and subject to annual monitoring review.	None at present.
Policy EH6 – Environmental Protection				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<ul style="list-style-type: none"> - Development management - Habitat Regulations Assessment (HRA) - Air Quality Action Plans - Neighbourhood Plans 	<ul style="list-style-type: none"> - WODC (lead) - Environment Agency - Developers and landowners - Civil Aviation Authority - MOD - Oxfordshire County Council 	<ul style="list-style-type: none"> - Air quality including number of Air Quality Management Areas (AQMA) - Number of applications refused on the basis of environmental protection considerations (by sub-area) - Records of EHO noise complaints 	<p>To be applied on an ongoing basis and subject to annual monitoring review.</p> <p>Information provided by Environmental Health to provide useful indication of how effective policies are</p>	None at present
Policy EH7 – Historic Environment				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<ul style="list-style-type: none"> - Development Management - Conservation Area Appraisals - World Heritage Site Management Plan - NPPF - Local Lists - Article 4 Directions 	<ul style="list-style-type: none"> - WODC (lead) - English HeritageHistoric England - Developers and landowners - Oxfordshire County Council 	<ul style="list-style-type: none"> - Number of applications refused on basis of impact on the historic environment - Number of applications permitted against advice of English HeritageHistoric England - Financial contributions 	To be applied on an ongoing basis and subject to annual monitoring review.	None at present.

<u>- West Oxfordshire Design Guide</u>		secured through development to secure heritage assets. - Number of Conservation Areas with an up to date Character Appraisal - Percentage of heritage assets at risk		
Policy EH8 - Conservation Areas				
<u>Delivery mechanism/s</u>	<u>Delivery Partners</u>	<u>Indicators</u>	<u>Timescale & Comment</u>	<u>Target/s</u>
<u>- Development Management</u> <u>- Conservation Area Appraisals</u>	<u>- WODC (lead)</u> <u>- Historic England</u> <u>- Developers and landowners</u> <u>- Oxfordshire County Council</u>	<u>- Number of Conservation Areas with an up to date Character Appraisal</u>	<u>To be applied on an ongoing basis and subject to annual monitoring review.</u>	<u>None at present.</u>
Policy EH9 - Listed Buildings				
<u>Delivery mechanism/s</u>	<u>Delivery Partners</u>	<u>Indicators</u>	<u>Timescale & Comment</u>	<u>Target/s</u>
<u>-Development Management</u>	<u>- WODC (lead)</u> <u>- Historic England</u> <u>- Developers and landowners</u> <u>- Oxfordshire County Council</u>	<u>- Number of applications involving listed buildings refused on basis of impact on the historic environment</u> <u>- Number of applications involving listed buildings permitted against advice of Historic England</u>	<u>To be applied on an ongoing basis and subject to annual monitoring review.</u>	<u>None at present.</u>

Policy EH10 - Traditional Buildings				
<u>Delivery mechanism/s</u>	<u>Delivery Partners</u>	<u>Indicators</u>	<u>Timescale & Comment</u>	<u>Target/s</u>
<u>-Development Management</u>	<u>- WODC (lead)</u> <u>- Historic England</u> <u>- Developers and landowners</u> <u>- Oxfordshire County Council</u>	<u>- Number of applications involving traditional buildings refused on basis of impact on the historic environment</u> <u>- Number of applications involving traditional buildings permitted against advice of Historic England</u>	<u>To be applied on an ongoing basis and subject to annual monitoring review.</u>	<u>None at present.</u>
Policy EH11 - Historic Landscape Character				
<u>Delivery mechanism/s</u>	<u>Delivery Partners</u>	<u>Indicators</u>	<u>Timescale & Comment</u>	<u>Target/s</u>
<u>-Development Management</u>	<u>- WODC (lead)</u> <u>- Historic England</u> <u>- Developers and landowners</u> <u>- Oxfordshire County Council</u>	<u>Number of applications refused on basis of impact on the historic landscape character</u>	<u>To be applied on an ongoing basis and subject to annual monitoring review.</u>	<u>None at present.</u>
Policy EH12 - Registered Historic Parks and Gardens				
<u>Delivery mechanism/s</u>	<u>Delivery Partners</u>	<u>Indicators</u>	<u>Timescale & Comment</u>	<u>Target/s</u>
<u>-Development Management</u>	<u>- WODC (lead)</u> <u>- Historic England</u> <u>- Developers and landowners</u> <u>- Oxfordshire County Council</u>	<u>Number of applications refused on basis of impact on registered historic parks and gardens</u>	<u>To be applied on an ongoing basis and subject to annual monitoring review.</u>	<u>None at present.</u>

Policy EHI3 Scheduled Monuments and Other Nationally Important Archaeological Remains				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<u>-Development Management</u>	<ul style="list-style-type: none"> - WODC (lead) - Historic England - Developers and landowners - Oxfordshire County Council 	<u>Number of applications refused on basis of impact on Scheduled Monuments and other nationally important Archaeological remains</u>	<u>To be applied on an ongoing basis and subject to annual monitoring review.</u>	<u>None at present.</u>
Policy EHI4 – Non-designated heritage assets				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<u>-Development Management</u>	<ul style="list-style-type: none"> - WODC (lead) - Historic England - Developers and landowners - Oxfordshire County Council 	<u>Number of applications refused on basis of impact on non-designated heritage asset/s.</u>	<u>To be applied on an ongoing basis and subject to annual monitoring review.</u>	<u>None at present.</u>
Policy WITI – East Witney Strategic Development Area (SDA)				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<ul style="list-style-type: none"> - <u>Masterplan</u> - Development management - Strategic Allocation - Partnership working - Infrastructure Delivery Plan (IDP) - Planning obligations/CIL 	<ul style="list-style-type: none"> - WODC (lead) - East Witney consortium - Oxfordshire County Council - Thames Water - Environment Agency - Town and Parish Councils - Local communities 	<ul style="list-style-type: none"> - Number of new homes completed - Delivery of Shore’s Green west facing slip roads - Amount of new greenspace provided - S106/CIL contributions secured through site 	<p>It is anticipated that the smaller part of the site could come forward by 2017. The timing of the remainder of the site is dependent on completion of the Shore’s Green Slip Roads but is likely to be complete by 2021.</p> <p><u>For the purposes of 5-year housing land supply it has been assumed that the</u></p>	<p><u>Provision of 450 homes by 2031</u></p> <p>Housing completions per annum measured against housing trajectory</p> <p>5% of developable plots to be made available for self-build projects</p> <p>Open space provision to comply with local standards</p>

			<u>majority of the site will come forward after 2021/22.</u>	Strategic highways improvements delivered to be delivered in advance of Cogges Triangle development Net gain in biodiversity Reduction in surface water run-off below greenfield rates
Policy WIT2 – North Witney Strategic Development Area (SDA)				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<ul style="list-style-type: none"> - <u>Masterplan</u> - Development Management - Strategic Allocations - Partnership working - Infrastructure Delivery Plan (IDP) - Planning obligations/CIL 	<ul style="list-style-type: none"> - WODC (lead) - North Witney consortium - Oxfordshire County Council - Environment Agency - Thames Water - Witney Flood Action Group - Town and Parish Councils 	<ul style="list-style-type: none"> - Number of new homes completed - Amount of new greenspace provided - S106/CIL contributions secured / allocated for infrastructure projects - Delivery of the West End Link Road and Northern Distributor Road 	<p>It is anticipated that the development of the larger part of the North Witney SDA will be implemented from 2021 onwards through a phased approach. The smaller part of the site could come forward before then subject to traffic impact (potentially in 2018/19).</p> <p><u>Due to the complexity of the site and lead-in times for large strategic sites it has been assumed that the majority of the site will come forward after 2021/22.</u></p>	<p><u>Provision of around 1,400 homes by 2031</u></p> <p>Housing completions per annum measured against housing trajectory</p> <p>5% of developable plots to be made available for self-build projects</p> <p>Open space provision to comply with local standards</p> <p>Delivery of strategic highways improvements including the West End Link in a timely manner (H)</p>

				<p>advance of full site completion)</p> <p>Net gain in biodiversity</p> <p>Reduction in surface water run-off below greenfield rates</p>
Policy WIT2a – Woodford Way Car Park, Witney				
<u>Delivery mechanism/s</u>	<u>Delivery Partners</u>	<u>Indicators</u>	<u>Timescale & Comment</u>	<u>Target/s</u>
<ul style="list-style-type: none"> - <u>Site allocation</u> - <u>Development brief</u> - <u>Development management</u> - <u>West Oxfordshire Car Parking Strategy</u> 	<ul style="list-style-type: none"> - <u>WODC</u> - <u>Developers</u> - <u>Infrastructure providers</u> 	<ul style="list-style-type: none"> - <u>Number of new homes completed</u> - <u>Number of affordable homes completed</u> - <u>Provision of/contribution towards supporting infrastructure</u> 	<p><u>The site is currently in use as surface level car park. Delivery of any new housing on the site is therefore assumed to come forward beyond 2021/22.</u></p>	<p><u>Provision of around 50 homes by 2031</u></p> <p><u>Housing completions per annum measured against housing trajectory</u></p>
Policy WIT2b – Land West of Minster Lovell				
<u>Delivery mechanism/s</u>	<u>Delivery Partners</u>	<u>Indicators</u>	<u>Timescale & Comment</u>	<u>Target/s</u>
<ul style="list-style-type: none"> - <u>Site allocation</u> - <u>Development management</u> 	<ul style="list-style-type: none"> - <u>WODC</u> - <u>Developer / landowner</u> - <u>Infrastructure providers</u> 	<ul style="list-style-type: none"> - <u>Number of new homes completed</u> - <u>Number of affordable homes completed</u> - <u>Provision of/contribution towards supporting infrastructure</u> 	<p><u>Current planning permission for 85 units on site. Delivery assumed to be short term i.e. within the period to 2021/22.</u></p>	<p><u>Provision of around 125 homes by 2021/22.</u></p> <p><u>Housing completions per annum measured against housing trajectory</u></p>

Policy WIT3 – Witney Town Centre Strategy				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<ul style="list-style-type: none"> - Development management - Partnership working - Strategy and promotion - WODC parking strategy 	<ul style="list-style-type: none"> - WODC (lead) - Witney Town Council - Business and retail community - Oxfordshire County Council - Landowners and developers - Local communities 	<ul style="list-style-type: none"> - Vacancy rates - Percentage of retail and non-retail uses in primary frontages - Proportion of uses in secondary frontages - Amount of new retail floorspace permitted - Amount of retail floorspace lost to other uses - Parking availability/capacity - Visitor numbers 	To be applied on an ongoing basis and subject to annual monitoring review. Retail evidence suggests there will be capacity for additional retail floorspace in Witney in the medium to longer term.	To ensure vacancy rates do not exceed 5% of units within the town centre.
Policy WIT4 – Witney Sub-Area Strategy				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<ul style="list-style-type: none"> - Development management - Strategic Site allocations - Infrastructure Delivery Plan - Regulation 123 List - Planning obligations/CIL - Partnership working - Neighbourhood Plans - LTP3/LTP4 – ‘Connecting Oxfordshire’ - WODC parking strategy 	<ul style="list-style-type: none"> - WODC (lead) - Oxfordshire County Council - Developers and landowners - Town and Parish Councils - Local communities - Business and retail community - Landowners and developers - Cotswold Conservation Board - Environment Agency - Utility providers 	<ul style="list-style-type: none"> - Number of residential permissions/completions within the Witney sub-area including delivery of strategic development areas (SDAs) and other site allocations - Number of residential permissions/completions in Witney - Amount of employment land permitted - Provision of new infrastructure including strategic transport schemes - Number of extra care units 	To be applied on an ongoing basis and subject to annual monitoring review.	<p>Indicative housing target of 3,700-4,702 new homes to be delivered in the sub-area to 2031</p> <p>20ha-18ha of additional employment land to be delivered in the sub area by 2031</p> <p>Net gain in biodiversity</p> <p>Strategic highway improvements delivered within plan period as integral</p>

		completed		part of proposed strategic development areas
Policy CA1 – REEMA <u>North and Central Strategic Development Area (SDA)</u>				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<ul style="list-style-type: none"> - Development management - <u>Strategic Allocations Site allocation</u> - Partnership working - Infrastructure Delivery Plan (IDP) - Planning obligations/CIL 	<ul style="list-style-type: none"> - WODC (lead) - Defence Infrastructure Organisation (DIO) - Annington Homes - Oxfordshire County Council - Carterton Town Council - Local communities 	<ul style="list-style-type: none"> - Number of new homes completed - S106 / CIL contributions secured / allocated for infrastructure projects 	<p>It is anticipated that the following completion of REEMA North, the REEMA Central site will be released to the market and development could take place in 2017/18.</p> <p><u>The REEMA North site has been cleared for new development and was anticipated to come forward by 2021 but funding issues mean a potential delay beyond then.</u></p> <p><u>The REEMA Central site will come forward in part by 2021 with the remainder to follow in the period to 2031.</u></p>	<p><u>Provision of 500 new homes across the two sites by 2031 (note: 200 units already including in existing planning commitments).</u></p> <p>Housing completions per annum measured against housing trajectory</p> <p>5% of developable plots to be made available for self-build projects</p> <p>Open space provision to comply with local standards</p> <p>Net gain in biodiversity</p>

Policy CA1a – Land at Milestone Road, Carterton				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<ul style="list-style-type: none"> - <u>Site allocation</u> - <u>Development management</u> - <u>Planning brief</u> 	<ul style="list-style-type: none"> - <u>WODC</u> - <u>Developer / landowner</u> - <u>Infrastructure providers</u> 	<ul style="list-style-type: none"> - <u>Number of new homes completed</u> - <u>Number of affordable homes completed</u> - <u>Provision of/contribution towards supporting infrastructure</u> 	<p><u>Some current uncertainty about delivery therefore a proportion of the site assumed to come forward after 2021/22.</u></p>	<p><u>Provision of around 200 homes by 2031.</u></p> <p><u>Housing completions per annum measured against housing trajectory</u></p>
Policy CA1b – Land at Swinbrook Road, Carterton				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<ul style="list-style-type: none"> - <u>Site allocation</u> - <u>Development management</u> - <u>Planning brief</u> 	<ul style="list-style-type: none"> - <u>WODC</u> - <u>Developer / landowner</u> - <u>Infrastructure providers</u> 	<ul style="list-style-type: none"> - <u>Number of new homes completed</u> - <u>Number of affordable homes completed</u> - <u>Provision of/contribution towards supporting infrastructure</u> 	<p><u>Some current uncertainty about delivery therefore a proportion of the site assumed to come forward after 2021/22.</u></p>	<p><u>Provision of around 70 homes by 2031.</u></p> <p><u>Housing completions per annum measured against housing trajectory</u></p>
Policy CA2 – Carterton Town Centre Strategy				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<ul style="list-style-type: none"> - Development management - Partnership working - Strategy and promotion - Neighbourhood Plans - <u>Carterton Masterplan</u> - <u>Planning briefs</u> 	<ul style="list-style-type: none"> - WODC (lead) - Carterton Town Council - Business and retail community - Oxfordshire County Council - Landowners and developers - Local communities 	<ul style="list-style-type: none"> - Vacancy rates - Percentage of retail and non-retail uses in primary frontages - Proportion of uses in secondary frontages - Amount of new retail floorspace permitted - Amount of retail floorspace lost to other uses - Parking availability/capacity - Visitor numbers 	<p>To be applied on an ongoing basis and subject to annual monitoring review.</p>	<p>To ensure vacancy rates do not exceed 5% of units within the town centre.</p> <p>To increase the quantum of available retail floorspace with a particular focus on comparison goods (non-food) shopping.</p>

Policy CA3 – Carterton Sub-Area Strategy				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<ul style="list-style-type: none"> - Development management - Strategic Site allocations - Infrastructure Delivery Plan - Regulation 123 List - Planning obligations/CIL - Partnership working - Neighbourhood Plans - LTP3/LTP4 – ‘Connecting Oxfordshire’ 	<ul style="list-style-type: none"> - WODC (lead) - Defence Infrastructure Organisation (DIO) - Annington Homes - Bloor Homes - Town and Parish Councils - Oxfordshire County Council - Environment Agency - River Thames Alliance - Transport providers 	<ul style="list-style-type: none"> - Number of residential permissions/completions at Carterton including delivery of strategic development area site allocations - Number of residential permissions/completions in rest of sub-area - Amount of employment land permitted - Provision of new infrastructure including strategic transport schemes 	<p>To be applied on an ongoing basis and subject to annual monitoring review.</p>	<p>Indicative housing target of 2,600 <u>2,680</u> new homes to be delivered in sub-area to 2031</p> <p>+5ha <u>+6ha</u> of additional employment land to be delivered in the sub area by 2031</p> <p>Net gain in biodiversity</p> <p>Infrastructure improvements delivered in a timely manner including provision of A-road access via the B4477 and west facing slip roads at the junction of the B4477 and A40.</p>
Policy CNI – East Chipping Norton Strategic Development Area (SDA)				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<ul style="list-style-type: none"> - Development management - Strategic allocation - <u>Masterplan</u> - Partnership working - Infrastructure Delivery Plan (IDP) - Planning obligations/CIL 	<ul style="list-style-type: none"> - WODC (lead) - Oxfordshire County Council - Landowners and developers - Environment Agency - Thames Water - <u>Other infrastructure providers</u> 	<ul style="list-style-type: none"> - Number of new homes completed per annum - <u>Number of affordable homes completed</u> - Total employment floorspace completed - Amount of new greenspace provided - S106/CIL contributions 	<p>To be applied on an ongoing basis and subject to annual monitoring review.</p> <p><u>There is current developer interest on parts of the site and therefore a proportion of development could come forward by 2021/22 (around</u></p>	<p><u>Provision of around 1,200 homes by 2031.</u></p> <p>Housing completions per annum measured against housing trajectory</p> <p>5% of developable plots to be made available for self-</p>

		secured / allocated for infrastructure projects - <u>Provision of new highway infrastructure including eastern link road</u> - <u>Availability of primary school capacity</u>	<u>200 homes) with the remainder to follow in the period to 2031.</u>	build projects Provision of +5ha <u>5ha</u> of employment land Provision of new primary school Open space provision to comply with local standards Necessary supporting infrastructure to be delivered in a timely manner Reduction in surface water run-off below greenfield rates Net gain in biodiversity <u>including positive contribution to CTA</u>
Policy CN2 – Chipping Norton Sub-Area Strategy				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
- Chipping Norton Neighbourhood Plan - Strategic allocation - <u>Masterplan</u> - <u>SHELAA</u> - Rural exception sites - Infrastructure Delivery Plan	- WODC (lead) - Town and Parish Councils - Developers and landowners - Business and retail community - Local Communities - Oxfordshire County	- Number of new homes permitted / completed - Number of new affordable homes permitted/ completed - Amount of new employment floorspace permitted / completed - Amount of new retail	To be applied on an ongoing basis and subject to annual monitoring review. The progress of the Chipping Norton Neighbourhood Plan will be important to the delivery of	Housing completions per annum measured against housing trajectory Indicative housing target of +,800 <u>2,047</u> new homes to be delivered in sub-area to 2031

<ul style="list-style-type: none"> - Development management - <u>LTP3/LTP4 – ‘Connecting Oxfordshire’</u> - WODC Parking Strategy 	<p>Council</p> <ul style="list-style-type: none"> - Infrastructure providers - Cotswolds Conservation Board 	<p>floorspace permitted / completed</p> <ul style="list-style-type: none"> - Amount of retail floorspace lost to other uses - Number of local services and community facilities lost to other uses - S106/CIL contributions secured / allocated for infrastructure projects - Air quality - HGV movements through Town Centre 	<p>the sub-area strategy. It is anticipated that the neighbourhood plan will be adopted in 2015.</p> <p><u>East Chipping Norton SDA assumed to come forward in part by 2021/22 (around 177 homes) with the remainder to follow in the period to 2031.</u></p>	<p><u>Up to 7.3ha-5ha</u> of employment land to be delivered up to 2031</p>
<p>Policy EW1a – Oxfordshire Cotswolds Garden Village Strategic Location for Growth (SLG)</p>				
<p><u>Delivery mechanism/s</u></p>	<p><u>Delivery Partners</u></p>	<p><u>Indicators</u></p>	<p><u>Timescale & Comment</u></p>	<p><u>Target/s</u></p>
<ul style="list-style-type: none"> - <u>Strategic Allocation</u> - <u>Area Action Plan</u> - <u>Eynsham Neighbourhood Plan</u> - <u>Science Transit Project</u> - <u>LTP4 – ‘Connecting Oxfordshire’</u> 	<ul style="list-style-type: none"> - <u>WODC</u> - <u>Landowners / developers</u> - <u>Oxfordshire County Council</u> - <u>Parish Council</u> - <u>Bus and rail providers</u> - <u>Environment Agency</u> - <u>Thames Water</u> - <u>Other infrastructure providers</u> 	<ul style="list-style-type: none"> - <u>Number of new homes completed</u> - <u>Number of affordable homes completed</u> - <u>Total employment floorspace completed</u> - <u>Amount of new greenspace provided</u> - <u>S106/CIL contributions secured / allocated for infrastructure projects</u> - <u>Provision of new highway infrastructure including park and ride and bus priority measures</u> 	<p><u>It is anticipated that the site will come forward in the period 2021 – 2031.</u></p>	<p><u>Provision of around 2,200 homes by 2031.</u></p> <p><u>Housing completions per annum measured against housing trajectory.</u></p> <p><u>Provision of around 40 hectares of business land up to 2031 and beyond.</u></p> <p><u>Provision of a new park and ride site of 1,000 spaces.</u></p> <p><u>5% of developable plots to be made available for self-</u></p>

				<u>build projects.</u>
Policy EW1b – West Eynsham Strategic Development Area (SDA)				
<u>Delivery mechanism/s</u>	<u>Delivery Partners</u>	<u>Indicators</u>	<u>Timescale & Comment</u>	<u>Target/s</u>
<ul style="list-style-type: none"> - <u>Strategic Allocation</u> - <u>Masterplan</u> - <u>Eynsham Neighbourhood Plan</u> 	<ul style="list-style-type: none"> - <u>WODC</u> - <u>Landowners / developers</u> - <u>Oxfordshire County Council</u> - <u>Parish Council</u> - <u>Bus and rail providers</u> - <u>Environment Agency</u> - <u>Thames Water</u> - <u>Other infrastructure providers</u> 	<ul style="list-style-type: none"> - <u>Number of new homes completed</u> - <u>Amount of new greenspace provided</u> - <u>SI06/CIL contributions secured / allocated for infrastructure projects</u> - <u>Provision of new highway infrastructure</u> 	<p><u>It is anticipated that the majority of the site will come forward in the period 2021 – 2031 but that parts may come forward before 2021/22 (around 237 homes).</u></p>	<p><u>Provision of around 1,000 homes by 2031.</u></p> <p><u>Housing completions per annum measured against housing trajectory.</u></p> <p><u>5% of developable plots to be made available for self-build projects.</u></p>
Policy EW1c – Land East of Woodstock				
<u>Delivery mechanism/s</u>	<u>Delivery Partners</u>	<u>Indicators</u>	<u>Timescale & Comment</u>	<u>Target/s</u>
<ul style="list-style-type: none"> - <u>Site allocation</u> - <u>Development management</u> 	<ul style="list-style-type: none"> - <u>WODC</u> - <u>Developer / landowner</u> - <u>Infrastructure providers</u> 	<ul style="list-style-type: none"> - <u>Number of new homes completed</u> - <u>Number of affordable homes completed</u> - <u>Provision of/contribution towards supporting infrastructure</u> 	<p><u>Resolution to grant outline planning permission subject to Section 106. Assumed that the site could come forward in part by 2021/22 (200 units) with the remainder to follow by 2031.</u></p>	<p><u>Provision of around 300 homes by 2031.</u></p> <p><u>Housing completions per annum measured against housing trajectory.</u></p> <p><u>5% of developable plots to be made available for self-build projects</u></p>

Policy EWId – Land North of Hill Rise, Woodstock				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<ul style="list-style-type: none"> - <u>Site allocation</u> - <u>Development management</u> - <u>Planning brief</u> 	<ul style="list-style-type: none"> - <u>WODC</u> - <u>Developer / landowner</u> - <u>Infrastructure providers</u> 	<ul style="list-style-type: none"> - <u>Number of new homes completed</u> - <u>Number of affordable homes completed</u> - <u>Provision of/contribution towards supporting infrastructure</u> 	<p><u>Promoted for development through the Council's SHELAA. No current application therefore assumed to come forward post 2021/22 for the purposes of 5-year housing land supply (although may come forward sooner).</u></p>	<p><u>Provision of around 120 homes by 2031.</u></p> <p><u>Housing completions per annum measured against housing trajectory.</u></p> <p><u>5% of developable plots to be made available for self-build projects</u></p>
Policy EW1e – Land North of Banbury Road, Woodstock				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<ul style="list-style-type: none"> - <u>Site allocation</u> - <u>Development management</u> - <u>Planning brief</u> 	<ul style="list-style-type: none"> - <u>WODC</u> - <u>Developer / landowner</u> - <u>Infrastructure providers</u> 	<ul style="list-style-type: none"> - <u>Number of new homes completed</u> - <u>Number of affordable homes completed</u> - <u>Provision of/contribution towards supporting infrastructure</u> 	<p><u>Promoted for development through the Council's SHELAA. No current application therefore assumed to come forward post 2021/22 for the purposes of 5-year housing land supply (although may come forward sooner).</u></p>	<p><u>Provision of around 180 homes by 2031.</u></p> <p><u>Housing completions per annum measured against housing trajectory.</u></p> <p><u>5% of developable plots to be made available for self-build projects</u></p>
Policy EW1f – Land at Myrtle Farm, Long Hanborough				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<ul style="list-style-type: none"> - <u>Site allocation</u> - <u>Development management</u> - <u>Planning brief</u> 	<ul style="list-style-type: none"> - <u>WODC</u> - <u>Developer / landowner</u> - <u>Infrastructure providers</u> 	<ul style="list-style-type: none"> - <u>Number of new homes completed</u> - <u>Number of affordable homes completed</u> - <u>Provision of/contribution</u> 	<p><u>Promoted for development through the Council's SHELAA.</u></p> <p><u>No current application</u></p>	<p><u>Provision of around 50 homes by 2031.</u></p> <p><u>Housing completions per annum measured against</u></p>

		<u>towards supporting infrastructure</u>	<u>however given the modest number of units (50) assumed to come forward by 2021/22.</u>	<u>housing trajectory.</u>
Policy EW Ig – Land at Oliver’s Garage, Long Hanborough				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<u>- Site allocation</u> <u>- Development management</u> <u>- Planning brief</u>	<u>- WODC</u> <u>- Developer / landowner</u> <u>- Infrastructure providers</u>	<u>- Number of new homes completed</u> <u>- Number of affordable homes completed</u> <u>- Provision of/contribution towards supporting infrastructure</u>	<u>Current planning application. Assumed to come forward by 2021/22.</u>	<u>Provision of around 25 homes by 2031.</u> <u>Housing completions per annum measured against housing trajectory.</u>
Policy EW Ih – Former Stanton Harcourt Airfield				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<u>- Site allocation</u> <u>- Development management</u>	<u>- WODC</u> <u>- Developer / landowner</u> <u>- Infrastructure providers</u>	<u>- Number of new homes completed</u> <u>- Number of affordable homes completed</u> <u>- Provision of/contribution towards supporting infrastructure</u>	<u>Resolution to grant outline planning permission and the number of units suggests it is likely to be delivered by 2021/22.</u>	<u>Provision of around 50 homes by 2031.</u> <u>Housing completions per annum measured against housing trajectory.</u>
Policy EWI – Blenheim World Heritage Site				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<u>- Development Management</u> <u>- WHS Management Plan</u> <u>- NPPF</u>	<u>- WODC</u> <u>- English Heritage Historic England</u> <u>- Blenheim Palace Estate</u>	<u>CH/S106 contributions secured / allocated for conserving and enhancing attributes of the WHS</u>	<u>To be applied on an ongoing basis and subject to annual monitoring review.</u>	<u>None at present.</u>

Policy EW2 – Eynsham – Woodstock Sub-Area				
Delivery mechanism/s	Delivery Partners	Indicators	Timescale & Comment	Target/s
<ul style="list-style-type: none"> - Strategic allocations including the Oxfordshire Cotswolds Garden Village and West Eynsham - Site allocations - Neighbourhood Plans - SHELAA - Rural exception sites - Infrastructure Delivery Plan - Planning obligations/CIL - Development management - LTP3/LTP4 – ‘Connecting Oxfordshire’ - Oxford Science Transit Project - WODC Parking Strategy 	<ul style="list-style-type: none"> - WODC (lead) - Town and Parish Councils - Developers and landowners - Business and retail community - Local Communities - Oxfordshire County Council - Infrastructure providers - Cotswolds Conservation Board - River Thames Alliance 	<ul style="list-style-type: none"> - Number of new homes completed - Number of new affordable homes completed - Amount of new employment floorspace provided - Amount of retail floorspace lost to other uses - Number of local services and community facilities lost to other uses - Vehicle numbers on A40 - Town centre vacancy rates 	<p>To be applied on an ongoing basis and subject to annual monitoring review.</p> <p>The timing of improvements to the A40 will depend on the outcome of work currently ongoing and being led by Oxfordshire County Council.</p> <p>Oxfordshire Cotswolds Garden Village assumed to come forward in the period 2021 – 2031.</p>	<p>Housing completions per annum measured against housing trajectory</p> <p>Indicative housing requirement of 1,600-5,596 new homes to be delivered in the sub-area to 2031.</p> <p>This will include 2,750 homes for Oxford City’s unmet housing needs.</p> <p>Provision of 40 ha of business land to 2031 and beyond.</p>

Policy BCI – Burford – Charlbury Sub-Area				
<ul style="list-style-type: none"> - Neighbourhood Plans - SHELAA - Rural exception sites - Infrastructure Delivery Plan - Planning obligations/CIL - Development management - LTP3/LTP4 – ‘Connecting Oxfordshire’ 	<ul style="list-style-type: none"> - WODC (lead) - Town and Parish Councils - Developers and landowners - Business and retail community - Local Communities - Oxfordshire County Council - Infrastructure providers - Cotswolds Conservation Board 	<ul style="list-style-type: none"> - Number of new homes completed - Number of new affordable homes completed - Amount of new employment floorspace provided - Amount of retail floorspace lost to other uses - Number of local services and community facilities lost to other uses 	<p>To be applied on an ongoing basis and subject to annual monitoring review.</p>	<p>Housing completions per annum measured against housing trajectory</p> <p>Indicative housing requirement of 800 <u>774</u> new homes to be delivered in sub-area to 2031</p>