



Supplement for

COUNCIL - WEDNESDAY, 22ND JULY, 2026

Agenda No	Item
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6.	<u>Questions by Members</u> (Pages 3 - 6)
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Written responses to Member Questions are included in this pack.

10.	<u>Approval of Regulation 19 Draft Submission Local Plan for Public Consultation</u> (Pages 7 - 28)
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An updated version of Annex D: Local Plan Addendum report is included. This version considers points raised at the Executive meeting on 15 July 2026.

The Executive on 15 July 2026 agreed a slight change to the recommendations in the report, as shown in ***bold italic*** text below:

The Executive resolved to:

1. Recommend to Council to approve the pre-submission draft Local Plan attached at Annex A for the purposes of formal publication for a statutory period of at least 6-weeks in accordance with Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012.
2. Recommend to Council that authority be delegated to the Head of Planning, in consultation with the Executive Member for Planning and Infrastructure, to make any necessary minor textual, factual and presentational amendments to the pre-submission draft Local Plan, together with any amendments required to reflect agreed recommendations of the Overview and Scrutiny Committee, ***including as set out in the Local Plan Addendum Report (Annex D)***, prior to formal publication..
3. Agree that the Local Development Scheme (LDS) attached at Annex B be published online and made available in hard copy format in agreed 'deposit' locations across the district.

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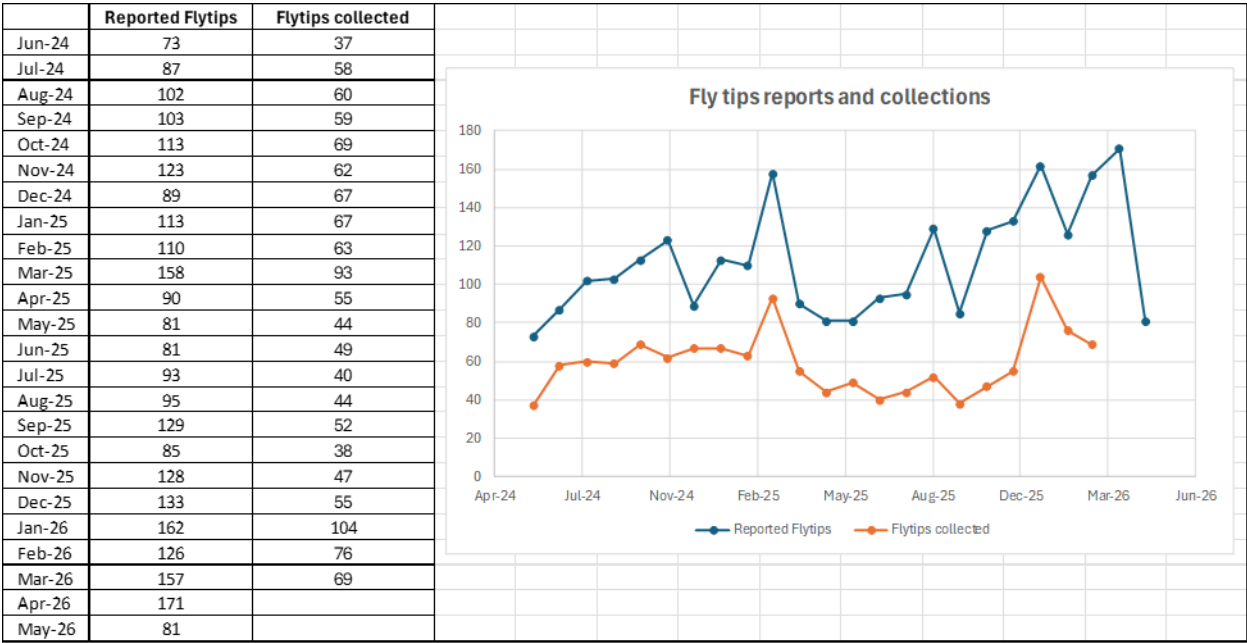
Question	Raised By Cllr	Executive Member – Cllr	Response
1. How much has been spent on each individual external consultants used for the local plan?	Michele Mead	Liz Leffman, Planning and Infrastructure	Overall, the spend on the local plan is within the approved budget of £750,000. Of this budget, £500,518 is available to spend in 2026/27. Any surplus funding will be returned to the General Fund at the end of the year. Details of supplier spend over £500 are reported on the Council website. In general terms, individual studies commissioned through external consultants tend to range from around £10,000 - £15,000 up to around £75,000 - £100,000 depending on the nature and length of the commission. National estimates for preparing a local plan from start to finish range from £500,000 to £1.5m depending on the scope and complexity of the plan. This includes a range of costs including the evidence base, legal fees and the cost of the independent examination process.
2. Can you give us an accurate waiting time on replacement requests for garden waste bins as many residents have been waiting 3 months which exceeds the advised 30 working days?	Michele Mead	Alistair Wray, Environment	The Council has 29,755 garden waste bins across the district and delivers or replaces on average 200 per month with an average delivery time of 15 working days. The Council has a robust process in place to manage the replacement of all waste receptacles. However, due to operational reasons deliveries / replacements have at times exceeded the Council's 30-working-day target. A review of the associated logistical / operational arrangements has now been carried out to maintain delivery times.

3. Fly-tipping enforcement is a contracted Publica service, and West Oxfordshire's Fixed Penalty Notice (FPN) rate has previously been reported at 1.15%, compared to 4.04% in the Vale of White Horse over the same period. Since the change to the household waste recycling centre booking system, a number of residents and Cllrs have raised concerns that fly-tipping may have increased or remained persistently high, as some residents struggle to book tip slots or are deterred from using sites legitimately. Could the Portfolio Holder please provide: a) The total number of recorded fly-tipping incidents in West Oxfordshire for the 12 months to June 2026 (by month), compared with the same 12-month period the previous year; b) The number of FPNs issued and the resulting FPN rate for each of these two periods, by month; c) Whether officers have identified any correlation between the introduction of the tip booking	Simon Watson	Alistair Wray, Environment	Please see response below a) See Table A below b) See Table B below c) Our officer has noted an increase of reports in the vicinity of the Dix Pitt Household Waste Recycling Centre (HWRC), along nearby routes to Stanton Harcourt. Looking at the data around the implementation of the booking system in February 2026, we observe a drop in number of fly tips reported comparative to February 2025. However, we are noticing a shift in the increased overall amount of reported fly tipping compared to same quarter in the previous year. There is the usual trend around the winter months and into the new year between January to March, where we tend to see increased numbers of fly tipping reports. However following the news about Kidlington, we also saw an increase in people reporting fly tipping, resulting in more duplicate reports. d) Our Officer is working with local landowners to monitor the hotspot areas within the vicinity of the HWRC. We are liaising with Oxfordshire County Council (OCC) about any reported issues we are receiving regarding the HWRC and the new booking system. We are also establishing information sharing protocols between the Council and OCC regarding those turned away from the Dix Pitt HWRC, to help
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Member Questions and Responses 22 July 2026

system and fly-tipping incident levels; and			address concerns of increased fly tipping taking place in this area. With the implementation of our new “Alloy” system for waste reporting, we hope to see a reduction in duplicated fly tipping reports.
d) What steps, if any, are being taken to address fly-tipping where it may be linked to booking system access issues.			

Table A



Nb, Flytip reports will always exceed flytips collected because they may be duplicate reports of the same fly-tip, the fly-tip may be on private land and therefore not collected by Ubico, or the fly-tip may not exist or be classed as a fly-tip.

Table B

Year	Quarter	FPN	FPN rate/month
2024	Jul - Sept	0	0
	Oct - Dec	2	0.67
2025	Jan - Mar	6	3
	Apr - June	2	0.67
	Jul - Sept	3	1
	Oct -Dec	10	3.33
2026	Jan - Mar	4	2.5
	Apr -Jun	2	0.67

Annex D

Regulation 19

Draft West Oxfordshire Local Plan 2043

Addendum

13 July 2026

1. Introduction

- 1.1 The purpose of this addendum document is to set out a number of proposed changes to the version of the Regulation 19 Draft West Oxfordshire Local Plan 2043 that was published on 30 June prior to consideration at the Council's Overview and Scrutiny Committee on the 8 July.
- 1.2 The proposed changes are a result of issues identified by Officers themselves in further proof-reading the plan since the papers were initially published as well as questions and comments submitted by Members of the Council's Overview and Scrutiny Committee in advance of the meeting held on the 8 July and a number of the recommendations subsequently made by the committee.
- 1.3 The proposed changes are set out in tabular form overleaf. For ease of reference, the changes are set out in plan order and the table explains what change is proposed to which aspect of the draft Plan and why.
- 1.4 Subject to the approval of Members, the proposed changes will be included in the final draft Plan and published for consultation.

Plan section/para number	Proposed Change	Reason
N/a	Insert Foreword	Explanation of the significance of the Local Plan from the Council Leader and Executive Member
Page 14	Insert Heading for Local Plan Vision	To ensure all key elements of the Local Plan are properly referenced.
Page 15	Objective 2, Bullet 4 Ensuring that timely investment is made in the infrastructure and local services needed to support development and that it is managed and maintained effectively over the long-term.	Emphasise importance of local services in supporting development.
Page 24	Update Figure 6.1 - Key Diagram with clearer symbology for settlements and also to show originally defined extent of Mass Rapid Transit (MRT) corridor.	To ensure Key Diagram is clear and accessible and reflects the previously defined extent of the MRT corridor.
Page 25	Policy SP3 – Key Development Principles, viii. Development must have regard to safeguarded mineral and soil resources and should take account of the economic and other benefits of best and most versatile agricultural land.	Policy wording revised to ensure consistency with National Policy
Page 28	Policy SP4 vi. Where harm to the National Landscape is identified but considered to be outweighed by exceptional benefits in the overall planning balance, demonstrate that all reasonable steps have been taken to avoid and mitigate harm and, as a last resort, provide appropriate and proportionate compensatory measures for any residual harm.	Policy wording refined.
Page 29	6.30 Furthermore, transport evidence prepared in support of the Plan indicates that, even with the planned A40 improvements in place, forecast growth across West Oxfordshire is likely to result in increased travel demand, longer journey times and greater congestion on parts of the corridor over the plan period. Whilst continued investment in highways, public transport and active travel infrastructure will remain important, the evidence suggests that a more transformational solution is likely to be required to provide the step-change in connectivity and capacity necessary to support sustainable growth.	Transformational solutions are required in the short, medium and long term

Plan section/para number	Proposed Change	Reason
Page 29	6.31 Previous work has focused on the potential for a Carterton–Witney–Oxford rail connection (CWORC) as one possible means of addressing these challenges. However, consultation feedback on earlier stages of the Plan highlighted the importance of maintaining flexibility and avoiding a premature commitment to a specific transport technology before sufficient evidence is available. In response, the Council proposes a broader Mass Rapid Transit (MRT) approach that recognises the potential for a range of solutions to be considered. A Mass Rapid Transit (MRT) system is a high-frequency, high-capacity public transport network, typically operating on dedicated corridors or priority lanes to offer reliable and efficient services 6.32 At the time of preparing this Plan, Oxfordshire County Council has commissioned further options appraisal work to assess the relative merits of different MRT technologies and identify the most appropriate solution for the corridor. Depending on the outcome of this work, the preferred option could comprise heavy rail, light rail, tram-train, guided transit, bus rapid transit or other emerging technologies capable of providing high-capacity, high-frequency and attractive alternatives to private car travel.	To include the definition of Mass Rapid Transit within the supporting text and to update the position on the options appraisal work
Page 31	Amend Figure 6.3 – Mass Rapid Transit (MRT) Corridor to show full extent of corridor as previously defined.	To show full extent of MRT corridor as previously defined.
Page 36	7.19 West Oxfordshire is a predominantly rural district with a network of market towns and villages that continue to experience significant housing pressures, including affordability challenges. Accommodating growth at the scale required will be extremely challenging and will require significant investment in infrastructure and services as well as careful consideration of the potential impact on the district's natural and historic environment. Nevertheless the Local Plan seeks to meet West Oxfordshire's identified housing need in full.	To more clearly recognise the significant challenge presented by the Government's Standard Method for assessing local housing need.
Page 44	7.55 Diversification of income streams for farm businesses and estates has become increasingly important. Agricultural premises can also host a variety of additional employment-supporting functions beyond those solely related to farming activities, including light industrial activities in workshops, (self) storage, and cafes and food preparation.	Refined text for additional clarity.
Page 45	Policy CP3	Corrected cross reference to relevant DM policies.

Plan section/para number	Proposed Change	Reason
	I. Supporting a modern and flexible economy Development in the following key sectors will be supported subject to compliance with Policies DM27 – DM31;	
Page 48	Para 7.72 The Council considers that, wherever practicable, infrastructure and community assets that serve a wider public function should be adopted and managed by an appropriate public body such as a Town or Parish Council, statutory undertaker, community organisation or other suitable body that provides clear accountability and long-term stewardship in the public interest. This approach will help to ensure consistent standards of maintenance, equitable access, and greater certainty for future occupiers.	To provide details of appropriate public bodies.
Page 61	Update Section title Policy CP8 – Sustainable and Integrated Transport	Update header text to be consistent with policy title.
Page 62	Para 7.119 Much of the proposed growth within the Plan is located within already constrained transport corridors. The A40 and A4095 experience significant congestion at peak times, affecting journey times, economic productivity and quality of life. The A40 will remain an important corridor for travel to work movements both within and beyond the district. Measures have been identified to improve public transport connectivity through the corridor including enhanced bus services, park and ride provision and the Science Transit proposals which provide opportunities for improved public transport priority and connectivity with Oxford.	Paragraph updated to acknowledge congestion issues on A4095 as well as A40
Page 63	Policy CP8 Where relevant and practical, development should: e. Provide safe, direct and attractive active travel connections within sites and to surrounding areas. f. Safeguard and maximise access to high-quality public transport, including through layout and density.	Policy wording amended to ensure that development safeguards public transport

Plan section/para number	Proposed Change	Reason
	g. Support a modal shift towards low-carbon travel.	
Page 73	Para 8.1.6 However, growing demand is placing increasing pressure on existing facilities. There is a recognised need for investment in sports infrastructure, including, but not limited to, improved football facilities, additional pitch provision and modern all-weather 3G facilities to support current and future demand from local football clubs and other sports clubs and organisations. Demand for education and healthcare infrastructure is also expected to increase as the area continues to grow.	Paragraph updated to reflect wider sports needs in Carterton
Page 76	Amend Figure 8.2 – Carterton Strategic Development Framework to show full extent of Mass Rapid Transit (MRT) Corridor as previously defined.	To show full extent of Mass Rapid Transit (MRT) Corridor as previously defined.
Page 80	Policy CA2 Insert Map of Carterton Town Centre	Map to show the area to which policy CA2 relates
Page 89	Policy CA4 Insert Map of Carterton ARO	Map to show the area to which policy CA4 relates
Page 93	Para 8.1.85 8.1.85 There are a number of important, existing uses in this rural fringe location including the Kilkenny Lane Country Park, the Kilkenny Lane allotments and Carterton Football Club, which has significant ambitions for future growth and expansion. Any development will therefore be expected to respect and where possible and appropriate, integrate and enhance accessibility to these facilities.	Text updated to reflect position of Carterton Football Club
Page 97	8.1.99 The IDP identifies the infrastructure that is expected to be required to support the delivery of the Strategic Locations for Growth during the plan period, subject to appropriate phasing and investment.	Text amended for increased clarity
Page 97	8.1.100 The Council will continue to work collaboratively with infrastructure providers, delivery agencies, neighbouring authorities, landowners, developers and local communities to refine, coordinate, fund and secure the infrastructure necessary to support planned growth.	Updated text to emphasise importance of funding infrastructure

Plan section/para number	Proposed Change	Reason
	8.1.101 Development proposals within the Strategic Locations for Growth will be expected to contribute appropriately towards the funding and delivery of infrastructure requirements having regard to their scale, impacts and viability considerations.	
Page 105	Policy WITI 4. Protecting and enhancing the River Windrush and natural environment a. Protecting and enhancing the River Windrush corridor as a key landscape, biodiversity, recreational and green infrastructure asset; b. Delivering an integrated network of green and blue infrastructure that connects communities with the wider countryside and supports biodiversity recovery, recreation, food production and health and wellbeing;	To emphasise the importance of the Green Infrastructure network in supporting food production.
Page 112	Update figure reference for Windrush Valley and Project Areas Map	To ensure all figure references are accurate
Page 118	Update figure reference for Welch Way ARO	To ensure all figure references are accurate
Page 125	Update paragraph numbering.	To ensure paragraph numbering is accurate
Page 127	Update figure reference for Geographic extent of Chipping Norton Area Strategy	To ensure all figure references are accurate
Page 132	Update figure reference for Chipping Norton Strategic Framework	To ensure all figure references are accurate

Plan section/para number	Proposed Change	Reason
Page 137	Insert map for Chipping Norton Town Centre	To show the area to which policy CN2 relates
Page 142	Update figure reference for Chipping Norton motte and bailey castle, and fishpond and Romano-British rural settlement and Iron Age remains, on the eastern edge of Chipping Norton	To ensure all figure references are accurate
Page 144	Insert paragraph numbering to introductory text for Policy CN3	To ensure that whole document is properly formatted and can be properly referenced
Page 147	Update figure reference for Geographical Extent of Bampton Area Strategy	To ensure all figure references are accurate
Page 150	Update figure reference for Bampton Area Strategy	To ensure all figure references are accurate
Page 150	Update map legend to include development locations	To ensure consistent formatting and accuracy of inset maps
Page 154	Insert figure to illustrate Policy BA2 - Land east of Bampton	Map to show the area to which policy BA2 relates
Page 159	Update figure reference for Geographical Extent of Burford Area Strategy	To ensure all figure references are accurate
Page 163	Update figure reference for Burford Area Strategy	To ensure all figure references are accurate
Page 163	Update map and legend to refer to policy BU2 Burford Town Centre and policy BU3 / development location.	To ensure consistent formatting and accuracy of inset maps
Page 164	Remove text from first paragraph of policy; A map showing the outline of the area included in the Bampton Area Strategy, outlining conservation areas, the Cotswold National Landscape and nature recovery and GI opportunities. Burford will continue to function as a distinctive market town, rural service centre and visitor destination, valued for its exceptional historic character, rich heritage, strong community identity and outstanding landscape setting within the Cotswolds National Landscape. Development will be supported where it sustains and enhances the town's social, economic and environmental wellbeing in accordance with the following objectives.	Erroneous text to be included as Alt Text for figure 8.12
Page 164	Update paragraph indents for Policy BU1	To ensure consistent formatting and accessibility of document

Plan section/para number	Proposed Change	Reason
Page 168	Insert map for Burford Town Centre	Map to show the area to which policy BU2 relates
Page 175	Update figure reference for Geographical extent of the Charlbury Area Strategy	To ensure all figure references are accurate
Page 178	Update figure reference for Strategic Development Framework for the Charlbury Area	To ensure all figure references are accurate
Page 178	<i>Strategic Development Framework for the Charlbury Area</i> Update map and legend to refer to policies CH2 and CH3	To ensure consistent formatting and accuracy of inset maps
Page 183	Policy CH2 - 4. c. c. The site is located within a Nature Improvement Area <u>an area that could be of importance for biodiversity</u> and there are records of protected species in the vicinity. Development must therefore be informed by appropriate ecological surveys and demonstrate how impacts will be avoided, mitigated or compensated.	Revise text to ensure consistency with Oxfordshire Local Nature Recovery Strategy
Page 184	I. Key Design Principles Development should: a. Be informed by a comprehensive masterplan prepared with substantive input from the local community. b. Respond positively to the edge-of-settlement Cotswold National Landscape (CNL) location, creating a sensitive transition to open countryside. c. Establish a clear sense of place with built form of the highest quality. d. Respect the residential amenities of existing properties to the north of the site e. A <u>Provide a</u> mixture of tenure and property sizes should be provided in line with the local need. f. The <u>Ensure that the</u> provision of affordable dwellings to be <u>is</u> integrated within development and be <u>is</u> tenure blind. g. Provide overlooking and natural surveillance of streets and open spaces. h. Incorporate and enhance the existing landscape features (such as boundary hedgerows and the existing tree belt) wherever possible including measures for their future maintenance. i. Provide sion of safe and suitable vehicular access and comprehensive connectivity for	Refined text to improve grammatical accuracy

Plan section/para number	Proposed Change	Reason
	pedestrians and cyclists to adjoining areas and key destinations. j. Conserve and enhance the special characteristics of the Charlbury Conservation Area.	
Page 185	4. Green Infrastructure (GI) and Biodiversity a. Development should be master planned around the provision of a multifunctional green infrastructure network, incorporating public open space and connected ecological corridors. b. Proposals must deliver measurable biodiversity net gain in accordance with national policy requirements . Policy DM2	Corrected cross reference to development management policy
Page 188	Update figure reference for Geographical Extent of Eynsham Area Strategy	To ensure all figure references are accurate
Page 191	Insert map of Eynsham Strategic Development Framework	Map to show the area to which policy EYNI relates
Page 194	Insert map to show West Eynsham SDA amendment	New Figure to be added depicting minor change to the boundary of the West Eynsham SDA as shown on the Policies Map of the adopted Local Plan 2031
Page 197	Update figure reference for Geographic Extent of Long Hanborough Area Strategy	To ensure all figure references are accurate
Page 200	Update figure reference for Strategic Framework for the Hanborough Area	To ensure all figure references are accurate
Page 205	Insert map to show Hanborough Station Area of Redevelopment Opportunity	Map to show the area to which policy LH2 relates
Page 207	Insert map to illustrate Policy LH3 - Land west of Hanborough Station	Map to show the area to which policy LH3 relates
Page 212	Correct paragraph numbering as follows: 8.9 Woodstock Area Strategy	Ensure paragraph and header references are correct
Page 212	Update figure reference for Geographic Extent of Woodstock Area Strategy	To ensure all figure references are accurate
Page 215	Update figure reference for Strategic Development Framework for the Woodstock Area	To ensure all figure references are accurate
Page 223	Update figure reference for Blenheim Palace World Heritage Site	To ensure all figure references are accurate

Plan section/para number	Proposed Change	Reason
Page 225	Policy WO3 - 5. Major and Cumulative Development a. Proposals for major development that could impact the significance and OUV of the WHS within its setting (including large-scale residential schemes or infrastructure such as solar farms) will be subject to the most rigorous assessment and will only be supported where exceptional circumstances are demonstrated, consistent with national policy, and where: i. The need for the development and potential alternative options have been appropriately considered, where relevant; ii. ii. The public benefits clearly and substantially outweigh the harm to the significance and/or OUV of the WHS; iii. iii. All practicable steps have been taken to avoid, minimise and mitigate harm; and iv. iv. Proposals include a clear strategy to deliver long-term enhancements to the WHS, including to those elements of its setting which contribute to its significance.	To ensure consistent formatting and accessibility of document
Page 226	Para 8.9.49 The volume of traffic on the A44 south of Woodstock to Oxford has been identified as among the highest on the primary route network. Continued investment in active and public transport infrastructure is required to ensure the safe and convenient movement of people, reducing reliance on the car and to reduce traffic movements and congestion along the route.	Incomplete paragraph requires updating.
Page 228	8.11 Salt Cross Garden Village Area Strategy	Correct paragraph numbering
Page 236	Update figure reference for Enstone Area of Regeneration Opportunity	To ensure all figure references are accurate
Page 240	Insert figure to illustrate Policy RA3	Map to show the area to which policy RA3 relates
Page 243	Insert figure to illustrate Policy RA4	Map to show the area to which policy RA4 relates
Page 245	Insert figure to illustrate Policy RA5	Map to show the area to which policy RA5 relates
Page 248	Insert figure to illustrate Policy RA6	Map to show the area to which policy RA6 relates

Plan section/para number	Proposed Change	Reason
Pages 263-265	1. No net loss of biodiversity All development must achieve no net loss of biodiversity, having regard to the existing (pre development) biodiversity value of the site, and demonstrate biodiversity enhancement to achieve gains where possible. 2. Protection of designated sites Development that would have an adverse effect on the integrity of a Special Area of Conservation (SAC), will not be permitted. Development that is within 500m of Oxford Meadows SAC or within 500m of a river upstream of the SAC (e.g. River Thames, River Evenlode, River Glyme, River Dorn) must demonstrate that measures will be taken to minimise the risk of water pollution (e.g. from spills, drainage or construction dust) during construction and operation, to avoid adverse effects on the SAC. 2. Application of mitigation hierarchy a. All development will be expected to minimise ecological impacts in line with the mitigation hierarchy in reducing order of priority: i. Avoid impacts, e.g. through retention of habitats/features ii. Reduce through mitigation iii. Compensate as a last resort only (and not for impacts on a SAC). b. Development likely to result in any direct or indirect loss, deterioration or harm to the following ecological features will be refused unless there is a robust justification for a lack of reasonable alternative sites that would result in less or no harm or there are wholly exceptional reasons justifying the granting of planning permission, and a suitable compensation strategy exists. i. Local Wildlife Sites and Proposed Local Wildlife Sites ii. Local Nature Reserves iii. Priority habitats iv. Priority species v. Local Geological Sites vi. Important and/or ancient hedges and/or hedgerows vii. Ancient woodland and/or ancient and/or veteran trees; and/or viii. Rivers ,streams and tributaries. [...] 6. Ecological Mitigation and Compensation a. With the exception of impacts on SACs, where the loss of ecological features cannot be prevented or adequately mitigated, appropriate compensation measures will be sought to offset	Suggested additional policy wording to ensure protection of designated sites

Plan section/para number	Proposed Change	Reason
	the loss by contributing to appropriate local nature recovery projects to achieve an overall gain in biodiversity. b. Measures proposed to mitigate adverse ecological impacts to meet requirements for compensation above will be given weight proportionate to their likelihood of success. Where reasonable doubt exists as to the effectiveness of any such measures, weight afforded to those measures will be significantly reduced. c. Developers must consider using the NatureSpace Priority Species Scheme where impacts covered cannot be fully mitigated or compensated onsite for the species specifically covered by the scheme.	
Page 278	Policy DM6 I iv Implement a 50 metre development free buffer to all Ancient Woodland and veteran trees in support of the Councils Nature Recovery objectives	Revised policy wording to ensure protection of Veteran Trees
Page 280	9.110 DM7 is consistent with national policy and guidance, Sport England guidance and the objectives of the West Oxfordshire Playing Pitch Strategy, Strategic Outcomes Planning Model, Playing Pitch Strategy and Built Facilities Strategy, all of which identify the importance of protecting existing facilities, addressing quantitative and qualitative deficiencies in provision, and ensuring that future growth is appropriately supported by new and enhanced recreational infrastructure.	Updated to ensure that the Plan references all relevant evidence.
Page 280	9.111 Existing sport, recreation and play facilities represent important community assets which contribute to health, wellbeing, social inclusion and placemaking. Facilities such as playing pitches, parks, recreation grounds, children's play areas, leisure centres and informal recreational spaces often perform multiple functions, including supporting biodiversity, climate resilience and opportunities for informal recreation and social interaction. 9.112 Policy DM7 reflects the approach in national policy which is clear that existing open space, sports and recreational buildings and land, including playing fields, should be protected unless robust evidence demonstrates that they are surplus to requirements, replacement provision of equal or greater value is secured, or the development is for alternative sports and recreational provision the benefits of which clearly outweigh the loss. 9.113 Existing sport, recreation and play will be protected against loss, dilapidation and/or deliberate degradation. Facilities should be maintained to a reasonable standard to ensure they continue to meet the needs of residents in the local settlement and surrounding communities.	Amendments to ensure consistency of wording throughout policy

Plan section/para number	Proposed Change	Reason
	The deterioration of facilities can lead to reduced participation, accessibility and community benefit and may undermine wider health and wellbeing objectives.	
Page 280	9.114 In considering proposals involving the loss of existing provision, the Council will require robust and up-to-date evidence of need prepared in accordance with recognised best practice guidance, including Sport England's Planning for Sport Guidance and associated assessment methodologies. 9.115 Particular weight will be given to safeguarding facilities in locations where the Council's evidence identifies existing or future quantitative or qualitative deficiencies. The West Oxfordshire Strategic Outcomes Planning Model, Playing Pitch Strategy, Built Facilities Strategy and Open Space Study identify areas where current provision is under pressure or where additional demand is expected as a result of planned growth. In such circumstances, retaining and improving existing facilities will form an important part of creating sustainable communities and supporting healthy lifestyles.	Updated to ensure that the Plan references all relevant evidence and proper guidance.
Page 282	Policy DM7 1. Protecting Existing Facilities a. Existing playing pitches and sport, recreation and play facilities, including formal and informal provision, leisure centres, parks, recreation grounds and playgrounds will be safeguarded against loss or deterioration. b. Development proposals that would result in the loss or deterioration of such facilities, including associated infrastructure, will only be supported where: i. The Council's up-to-date and robust assessment of need, demonstrates that the facility is surplus to current and future requirements; or ii. Improved replacement provision is secured, in terms of quantity, quality, functionality and accessibility, in a suitable and convenient location serving the same settlement or catchment; or	Updated text to ensure consistency with Sport England terminology

Plan section/para number	Proposed Change	Reason
	iii. The benefits of the proposal clearly outweigh the loss of the existing facility.	
Page 297	Policy DM 10, I, a ix. Are supported by robust, site-specific assessments of technical feasibility, grid connectivity, and land quality, including consideration of best and most versatile agricultural land where relevant. x. Are supported by a clear decommissioning Plan to include details of how development will be removed and land restored and the end of the project lifespan.	Updated to include requirement for decommissioning plan
Page 303	The Construction Waste Management Plan must demonstrate a proactive commitment to the waste hierarchy by quantifying baseline waste estimates and providing dedicated on-site segregation for distinct material streams. Developers must detail how they will maximise material reuse and recovery, set measurable landfill-diversion targets and utilisation of registered waste carriers. The plan must include logistical controls, such as specific waste vehicle routing and dust mitigation measures to prevent construction-phase waste operations from disrupting local communities, highways and the environment.	To provide a steer on what a construction waste management plan should include
Page 309	Policy DM 13, I Development proposals that individually or cumulatively lead to a material deterioration in air quality, , <u>will only be permitted when they can demonstrate</u> how air quality impacts will be mitigated.	Refined wording to strengthen policy in accordance with habitat Regulations Assessment
Pages 309-310	2. An Air Quality Impact Assessment (AQIA) will be required for: a. All major development proposals b. Any development likely to result in a significant increase in vehicle traffic or emissions (e.g. from heating, industrial uses). c. Any development that could impact an AQMA or the Oxford Meadows SAC. d. Proposals that form part of a larger cumulative development likely to impact local or strategic air quality levels.	Suggested additional policy wording to ensure protection of designated sites

Plan section/para number	Proposed Change	Reason
	3. AQIAs must assess the potential impacts on local air quality during both construction and operation, taking into account cumulative effects with other planned or existing developments. They should model pollutant levels where appropriate and evaluate impacts on human health and ecological receptors. a. Where an AQIA identifies likely significant adverse impacts on air quality, appropriate and proportionate mitigation must be secured through the planning process. Measures may include, but are not limited to: i. Sustainable transport infrastructure (e.g. walking, cycling, EV charging). ii. Reduced car dependency and traffic management schemes. iii. Low-emission building design, heating systems and energy sources. iv. Landscaping and green infrastructure to support pollutant absorption. v. Off-site mitigation contributions, where on-site measures are insufficient. 4. All development proposals in or within 500m the Oxford Meadows SAC must demonstrate compliance with Habitat Regulations and ensure there is no adverse effect on the integrity of the protected site from air pollution, alone or in combination with other plans or projects. Construction Environmental Management Plans Emissions 5. All major development must incorporate Construction Environmental Management Plans (CEMP) that include: a. Dust suppression and control measures. b. Monitoring of particulate matter. c. Limiting construction vehicle emissions and on-site machinery impacts. d. Protocols for responding to air quality breaches during works. 6. Particular care must be taken in air quality sensitive areas (the AQMAs and within 500m of the Oxford Meadows SAC <u>or within 500m of rivers upstream of it, as set out in Policy DM2</u>), where enhanced construction management and controls may be required. Monitoring and Management 7. In air quality sensitive areas (the AQMAs and within 500m of the Oxford Meadows SAC), development proposals may be required to contribute to: a. Air quality monitoring during and post-construction. b. The preparation of Air Quality Management Plans (AQMPs). c. Ongoing compliance reviews and adaptive mitigation where thresholds are at risk of being exceeded.	
Page 312	Policy DM14 -I iii	Refined text to improve grammatical accuracy

Plan section/para number	Proposed Change	Reason
	iii. Not result in inactive or predominantly residential ground floor frontages where planning permission is required, unless it can be demonstrated that such development would not harm the vitality, viability or function of the town centre.	
Page 316	Policy DM15 I,b,i Development proposals involving the loss, change of use, or redevelopment of a community facility will only be supported where it can be robustly demonstrated that: i. The facility is no longer viable, necessary, in active use or with no likely demand for its continued operation and that all reasonable efforts have been made to retain or repurpose it for community use, demonstrated through proportionate evidence.	Refined policy wording
Page 326	Policy DM18 – Windfall Housing Development on Unallocated Sites Amend as follows: 2. Assimilating Growth in Settlements a. The following guides to cumulative growth will be applied to windfall residential development, so as not to undermine the delivery of the spatial strategy and ensure growth remains proportionate to the scale and character of settlements: i. In all settlements outside the Cotswolds National Landscape or the Oxford Green Belt: Windfall development should not increase the total number of dwellings within a settlement by more than 10% over the plan period, based on the number of dwellings built within the given settlement as of 1 April 2025 ii. In settlements falling wholly or partly within the Cotswolds National Landscape or the Oxford Green Belt: Windfall development should not increase the total number of dwellings within a settlement by more than 5% over the plan period, based on the number of dwellings built within the given settlement as of 1 April 2025.	To ensure that the 5% cap applies to settlements that fall partly within the Cotswolds National Landscape (CNL) as well as those that fall wholly within the CNL.
Page 334	I. Affordable Housing Requirement Threshold a. Development proposals creating new residential floorspace in the following circumstances are required to provide affordable housing:	Strengthen policy wording to avoid threshold dodging

Plan section/para number	Proposed Change	Reason
	i. Major development resulting in or capable of providing a net gain of 10 or more dwellings or involving a site of 0.5 hectares or more.	
Page 354	Policy DM26, 2, d Proposals for the conversion of traditional buildings will be considered in accordance with DM27	Corrected cross reference with development management policy
Page 357	Policy DM27 I b ix Maximises renewable energy generation, demand management and charging infrastructure on rooftops and in parking areas	Insert criteria to maximise renewable energy generation on employment sites
Page 371	Policy CA5 - Amend formatting of text indents	Ensure document is formatted in consistent and accessible manner
Page 371	Policy CA5, 4 4. Landscape A landscape-led approach should underpin the masterplanning of the site. The development should respond to the existing landform, landscape character, retaining and integrating important features such as hedgerows, trees, and field patterns where appropriate. New planting and structural landscaping should be used to create a strong green framework, provide visual containment, and soften the transition between the built form and surrounding countryside.	Wording strengthened to ensure that proposals respond to landform.
Page 372	CA5, 7 The development should provide or contribute to the timely delivery of necessary infrastructure to support the new community, the wider network of new settlements and Carterton itself	Wording strengthened in accordance with the Strategic Framework for the Carterton Area
Page 373	CA6, 7 The layout shall make provision for public open space, children's play space, informal recreation and, where required, sports provision, either on-site or through appropriate contributions. It should also take account of the current and future requirements of Carterton Football Club.	Wording amended to take account of current and future requirements of Carterton Football Club.
Page 373	Policy CA6 - Amend formatting of text indents	Ensure document is formatted in consistent and accessible manner

Plan section/para number	Proposed Change	Reason
Page 376	CA7, 1, b b. The masterplan shall demonstrate how the Strategic Location will function as a coordinated, landscape-led extension in the form of a new village to the north of Carterton within Brize Norton, having regard to the wider strategic growth area and the need to secure comprehensive infrastructure delivery.	Amended to provide clarity over the form of new development
Page 376	CA7, 2, a a. Development shall provide a residential-led scheme of approximately 2,000 dwellings, as well as Gypsy and Traveller accommodation subject to design-led testing and detailed assessment.	Quantum of residential development updated along with requirement for Gypsy and Traveller accommodation.
Page 376	CA7, 3, f f. Development shall include a mobility hub or equivalent integrated transport facility, providing convenient access to public transport, cycle parking, shared mobility, electric vehicle charging and other sustainable transport measures including Mass Rapid Transit as appropriate.	Additional text to emphasise link to MRT corridor.
Page 377	CA7, 4, b The layout, scale and design of development shall respond sensitively to the landform and landscape character of the north-eastern edge of Carterton, the setting of Brize Norton and the wider rural landscape.	Text added to emphasise importance of responding to landscape and landform.
Page 379	CA8, 2, a a. Development shall provide a residential-led scheme of approximately 2,000 dwellings, and provision for the travelling community , subject to design-led testing and detailed assessment.	Updated quantum of development for SLG
Page 379	CA8 2. Housing, employment and key land uses a. Development shall provide a residential-led scheme of approximately 2,000 dwellings, subject to design-led testing and detailed assessment. b. Development shall provide a mix of housing types, sizes and tenures, including affordable housing, in accordance with the relevant policies of the Local Plan.	Development template updated to clarify quantum of residential development and to set explicit requirement for employment and education provision as well as greater clarity on provision of other key land uses.

Plan section/para number	Proposed Change	Reason
	c. Development shall make provision for 10 Hectares of employment land delivered in accordance with Policy CP3, with particular focus on the defence and aerospace sectors or other sectoral links to RAF Brize Norton or the wider Carterton Area. d. Development shall make provision within the site for the delivery of further education linked to the above key employment sectors e. The development shall include an appropriate mix of supporting uses, including local convenience, community, education, open space, recreation and other neighbourhood facilities necessary to support a sustainable new community. f. The local centre or equivalent neighbourhood hub shall be provided in a location which is accessible by walking, cycling, wheeling and public transport and which supports the creation of a walkable neighbourhood. g. The layout shall make provision for public open space, children's play space, informal recreation and, where required, sports provision, either on-site or through appropriate contributions	
Page 382	WIT 5 I b. masterplan shall demonstrate how the Strategic Location will function as a coordinated, landscape-led new settlement adjoining Witney, also having regard to the relationship with Curbridge, Ducklington, the A40	
Page 382	WIT 5 3 f. Development shall safeguard land and/or make appropriate provision for any relevant strategic public transport corridor and interchange , including the potential Carterton Witney-Oxford MRT corridor, where required by the Council and relevant transport authority.	To strengthen reference to MRT corridor need for transport interchange
Page 383	WIT 5, 7. Drainage, amenity and utilities a. Development in this location shall not prejudice the future expansion of Witney sewage treatment works by establishing an appropriate buffer between development and the existing sewage treatment works b. An appropriate surface water drainage strategy shall be provided, incorporating sustainable drainage systems as part of the site's green and blue infrastructure and public realm networks c. Development proposals shall be supported by appropriate assessments of odour, noise, air quality and other amenity impacts, with particular regard to nearby employment uses, the sewage treatment works and the abattoir.	To ensure that any potential future development in this location does not prejudice any future necessary expansion of Witney Sewage Treatment Works.

Plan section/para number	Proposed Change	Reason
	d. The layout and design of development shall incorporate any necessary mitigation to demonstrate that acceptable living conditions will be achieved for future residents.	
Page 385	WIT 6 Update paragraph indents	To ensure consistent formatting and accessibility of document
Page 385	Housing and land use 5. Development shall provide a residential-led scheme of approximately 700 dwellings employment provision and provision to meet the needs of travelling communities, subject to design-led testing and detailed assessment. 6. Development shall provide a mix of housing types, sizes and tenures, including affordable housing, in accordance with the relevant policies of the Local Plan. 7. Development shall make provision for 10 Hectares of employment land delivered in accordance with Policy CP3, 8. Development shall make provision within the site for the delivery of further education linked to the above employment provision 9. The layout shall make provision for public open space, children's play space, informal recreation and, where required, sports provision, either on-site or through appropriate contributions.	Development template updated to clarify quantum of residential development and to set explicit requirement for employment and education provision as well as greater clarity on provision of other key land uses.
Page 386	Flood risk, drainage and utilities	Remove archaeology and heritage requirements from flood risk section;
Page 386	Update formatting of text indents	Ensure document is formatted in consistent and accessible manner
Page 389	WIT 7 2. The masterplan shall demonstrate how the two component parcels will function together as a coordinated northern / north-western extension to Witney and in particular the future of Dry Lane, including any proposals to limit or avoid rat running through Crawley	To ensure that development proposals have regard to impacts on sensitive parts of the local road network
Page 391	CN3 3 a. Safe and suitable vehicular access shall be provided from London Road, Banbury Road and/or other appropriate points on the local highway network, supported by a transport assessment and including measures to retain the street trees along London Road	To ensure that development proposals have regard to impacts on sensitive local green infrastructure features

Plan section/para number	Proposed Change	Reason
Page 392	CN3 4 b shall respond sensitively to the eastern edge of Chipping Norton, the character of the London Road approach and the wider rural landscape including views towards the site from the A44.	To ensure that development proposals have regard to impacts on sensitive views
Page 394	Insert table for residential development trajectory	To provide clarity as to when sites are expected to be delivered.
Page 435	Glossary A masterplan which has been informed by a process of demonstrably meaningful and effective community engagement, establishing a clear vision and mapping out how buildings, infrastructure, and public spaces will work together to create a thriving, cohesive community	To provide a clearer definition of what a community masterplan should include
Page 441	Glossary A Mass Rapid Transit (MRT) system is a high-frequency, high-capacity public transport network, typically operating on dedicated corridors or priority lanes to offer reliable and efficient services.	Updated glossary to provide definition of mass rapid transit
General	Minor potential changes/additions to text throughout to reflect the draft IDP.	To ensure the draft Local Plan fully reflects the draft IDP.