

Tuesday, 14 October 2025

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EXECUTIVE

You are summoned to a meeting of the Executive which will be held in Council Chamber, Council Offices, Woodgreen, Witney, Oxfordshire OX28 1NB on **Wednesday, 22 October 2025 at 2.00 pm.**



Giles Hughes
Chief Executive

To: Members of the Executive

Councillors: Andy Graham, Duncan Enright, Lidia Arciszewska, Hugo Ashton, Rachel Crouch, Andrew Prosser, Geoff Saul, Alaric Smith and Tim Sumner

Recording of Proceedings – The law allows the public proceedings of Council, Executive, and Committee Meetings to be recorded, which includes filming as well as audio-recording. Photography is also permitted. By participating in this meeting, you are consenting to be filmed.

As a matter of courtesy, if you intend to record any part of the proceedings please let the Democratic Services officers know prior to the start of the meeting.

AGENDA

1. **Apologies for Absence**
To receive any apologies for absence from Members of the Executive. The quorum for the Executive is 3 Members.
2. **Declarations of Interest**
To receive any declarations of interest from members of the Executive on any items to be considered at the meeting.
3. **Minutes of Previous Meeting**
As the agenda for this meeting was published before the meeting of the Executive held on 15 October 2025, the minutes from that meeting will be considered at the November Executive meeting.
4. **Receipt of Announcements**
To receive any announcements from the Leader of the Council, Members of the Executive or the Chief Executive.
5. **Participation of the Public**
Anyone who lives, works, or studies in West Oxfordshire is eligible to ask one question at the meeting, for up to three minutes, directed at the Leader of the Council or any Executive Member on any agenda item or on any issue that affects the district or its people.

All questions must be no longer than three minutes long.

Members of the public wishing to speak at a meeting must notify democratic.services@westoxon.gov.uk, or call Customer Services on 01993 861000 including their name and the agenda item or topic they wish to speak on, by 2.00pm two clear working days before the meeting (e.g. for a Wednesday meeting, the deadline would be 2.00pm on the Friday before).

If the topic of the question is not within the remit of the Council, advice will be provided on where best to direct the question.

The Leader or relevant Executive Member will either respond to a question verbally at the meeting or provide a written response which will be included in the minutes of the meeting.

6. **Reports from the Overview and Scrutiny Committee**
To consider any reports or recommendations from the Overview and Scrutiny Committee, which met on 15 October 2025, regarding the Local Plan Spatial Options report.

7. **Local Plan Spatial Options (Pages 5 - 314)**

Purpose:

To consider the Local Plan Preferred Spatial Options Consultation Paper which is proposed to be published for consultation in accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012.


Recommendations:

That the Executive resolves to:

1. Note the content of the report.
2. Agree that the Preferred Policy Options Consultation Summary Report attached at Annex A be published online.
3. Agree that the Preferred Spatial Options paper attached at Annex B be published for the purposes of public consultation in accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012.
4. Authorise the Planning Policy Manager to make any necessary minor amendments to the preferred spatial options paper in consultation with the Executive Member for Planning and Head of Planning, prior to consultation taking place.
5. Agree that the West Eynsham SDA A40 Access Options Assessment (June 2025) attached at Annex C be published online.
6. Agree that the updated Local Development Scheme attached at Annex D be published online and made available in hard copy format in agreed 'deposit' locations across the District.

(END)

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 WEST OXFORDSHIRE DISTRICT COUNCIL	WEST OXFORDSHIRE DISTRICT COUNCIL
Name and date of Committee	EXECUTIVE - 22 OCTOBER 2025
Subject	WEST OXFORDSHIRE LOCAL PLAN PREFERRED SPATIAL OPTIONS CONSULTATION
Wards affected	ALL
Accountable member	Cllr Hugo Ashton – Executive Member for Planning Email: hugo.ashton@westoxon.gov.uk
Accountable officer	Andrew Thomson – Planning Policy Manager Email: andrew.thomson@westoxon.gov.uk
Report author	Andrew Thomson – Planning Policy Manager Email: andrew.thomson@westoxon.gov.uk
Summary/Purpose	To consider the Local Plan Preferred Spatial Options Consultation Paper which is proposed to be published for consultation in accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012.
Annexes	Annex A – Preferred Policy Options Consultation Summary Report (September 2025) Annex B – Preferred Spatial Options Consultation Paper (October 2025) Annex C - West Eynsham SDA A40 Access Options Assessment (June 2025) Annex D – Updated Local Development Scheme – LDS (October 2025)
Recommendation(s)	That the Executive resolves to: <ol style="list-style-type: none"> 1. Note the content of the report. 2. Agree that the Preferred Policy Options Consultation Summary Report attached at Annex A be published online. 3. Agree that the Preferred Spatial Options paper attached at Annex B be published for the purposes of public consultation in accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012. 4. Authorise the Planning Policy Manager to make any necessary minor amendments to the preferred spatial options paper in

	<p>consultation with the Executive Member for Planning and Head of Planning, prior to consultation taking place.</p> <p>5. Agree that the West Eynsham SDA A40 Access Options Assessment (June 2025) attached at Annex C be published online.</p> <p>6. Agree that the updated Local Development Scheme attached at Annex D be published online and made available in hard copy format in agreed 'deposit' locations across the District.</p>
Corporate priorities	<p>The preparation of a new Local Plan for West Oxfordshire will help to support all of the Council's corporate priorities including:</p> <ul style="list-style-type: none"> • Putting Residents First • Enabling a Good Quality of Life for All • Creating a Better Environment for People and Wildlife • Responding to the Climate and Ecological Emergency • Working Together for West Oxfordshire
Key Decision	No
Exempt	No
Consultees/ Consultation	<p>The emerging draft Local Plan has been the subject of extensive public consultation in accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012.</p> <p>Most recently, this included public consultation on preferred policy options from 27 June – 8 August 2025.</p> <p>Building on the feedback from that consultation, further public consultation is now proposed in relation to preferred spatial options.</p> <p>This will enable the Council to move towards the formal publication of a full draft Local Plan in the new year which will be published for a statutory 6-week period of public consultation before being submitted to the Planning Inspectorate for independent examination.</p>

1. INTRODUCTION

1.1 Members will be aware that the District Council is producing a new Local Plan to replace the current Local Plan adopted in September 2018.

1.2 The purpose of this report is fourfold:

- To consider the feedback received to the most recent Local Plan preferred policy options consultation in June/August 2025 (in respect of the plan period, settlement hierarchy and spatial strategy) as set out in the consultation summary report attached at Annex A.
- To consider the Preferred Spatial Options consultation paper attached at Annex B.
- To consider the content of the West Eynsham SDA A40 Access Options Assessment attached at Annex C and note its relevance as a material planning consideration for future planning applications at the West Eynsham SDA and Salt Cross Garden Village.
- To consider the timetable for progressing the Local Plan through to formal publication under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 as set out in the updated Local Development Scheme (LDS) attached at Annex D.

2. PREFERRED POLICY OPTIONS – OVERVIEW OF CONSULTATION FEEDBACK

2.1 The emerging draft Local Plan has been the subject of extensive stakeholder engagement, with major public consultations undertaken in 2022 and 2023. Following a short delay arising from changes to national policy, consultation on a series of preferred policy options took place from 27 June – 8 August 2025.

2.2 This included consultation on a draft vision, revised plan objectives and a series of preferred policy options including:

- Core Policies
- Place-Based Policies
- Settlement Strategy Policies
- Development Management Policies

2.3 The consultation comprised a combination of online digital material and a series of in-person events. It was very successful with around 1,500 comments from approximately 400 respondents.

2.4 A summary report of the consultation has been prepared and is attached at Annex A.

2.5 Whilst generally, the feedback was very positive, a number of clear themes and areas of potential concern have emerged. Those issues of direct relevance to the proposed spatial options consultation are briefly summarised below.

- **Plan Period**

The end date for the Local Plan should be extended to at least 2042 to ensure that it covers a minimum of 15-year period post adoption.

- **Settlement Hierarchy**

The consultation revealed a strong consensus that while the principle of a settlement hierarchy is broadly supported, its current application is seen as overly simplistic and in need of refinement. Many respondents, particularly from Tier 3 villages, expressed concern that the classification does not accurately reflect the character, infrastructure, or service provision of their communities. Villages such as Combe, Fulbrook, and Ascott-under-Wychwood were frequently cited as examples where the Tier 3 designation feels inappropriate, given their limited amenities and lack of public transport.

A recurring theme was the fear that the hierarchy could lead to disproportionate development in small villages, with some warning that hundreds of new homes could overwhelm local infrastructure and fundamentally alter the rural character of these places. This was especially concerning in areas within the Cotswolds National Landscape, where landscape and heritage considerations are paramount.

- **Spatial Strategy**

The spatial strategy is broadly supported in principle, particularly its hierarchical approach to distributing growth across West Oxfordshire. However, many respondents feel that the policy lacks clarity and precision, especially in how it defines and applies development scales across different settlement tiers. There is a strong desire for a more transparent, evidence-based framework that ensures development is proportionate, sustainable, and responsive to local context.

2.6 As these are key aspects of the overall Local Plan, Officers propose to revisit these issues as part of the preferred spatial options consultation. Further explanation is provided in Section 3 below.

2.7 Other important issues such as the provision of supporting infrastructure and the need for more clarity on unmet housing need arising from Oxford City will be addressed as Officers work up the Regulation 19 draft Local Plan and supporting evidence base in early 2026.

3. PREFERRED SPATIAL OPTIONS CONSULTATION

- 3.1** The preferred spatial options consultation paper is attached at Annex B.
- 3.2** Subject to the approval of the Executive, the paper will be published for a 7-week period of public consultation from early November onwards.
- 3.3** This will represent the fourth and final stage of consultation under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012.
- 3.4** Following this, Officers will prepare the draft version of the Local Plan which will be formally published under Regulation 19 for a statutory 6-week period of public consultation before being formally submitted for independent examination.
- 3.5** A summary overview of the key aspects of the preferred spatial options paper is provided below for ease of reference.

Plan Period

- 3.6** National policy (the NPPF) suggests that Local Plans should cover a period of at least 15-years from the date of adoption. To date, Officers have been working on the basis that the new Local Plan would have an 'end-date' of 31st March 2041. However, through the most recent consultation, strong views have been expressed that this should be extended to better reflect the likely date of adoption and to provide a greater degree of flexibility.
- 3.7** Officers have further considered this issue and concluded that it would be appropriate to extend the plan period by 2-years, to 31st March 2043. This is on the basis that it is unlikely the new Local Plan will be adopted before 1st April 2027 and possibly beyond then – depending on how the examination progresses.
- 3.8** Extending the plan period to 2043 would help to ensure that this aspect of the plan does not raise any concerns with the appointed Inspector but would mean that the overall housing requirement increases by 1,810 homes based on West Oxfordshire's current standard method level of housing need (i.e. 2 additional years at 905 homes per year).

Settlement Hierarchy

- 3.9** As outlined above and detailed in the consultation summary report (Annex A) a large number of comments were received in relation to the proposed local plan 'Settlement Hierarchy'.
- 3.10** At the preferred policy options stage in June, a 4-tier approach was proposed with the District's principal towns (Witney, Carterton and Chipping Norton) identified as Tier 1 – Principal Towns, key larger settlements such as Burford and Woodstock identified as Tier 2 – Service Centres, a number of smaller settlements such as North Leigh and Stanton Harcourt identified as Tier 3 – Villages and the rest of the District falling with Tier 4 – Small Villages, Hamlets and Open Countryside.
- 3.11** Where each settlement 'sits' within this tiered hierarchy is important because it influences a number of other local plan policies including the overall spatial strategy and in turn, the general 'scale' of future development that is anticipated to come forward in each location.

- 3.12 As a result, this aspect of the June consultation attracted a significant level of response with many respondents expressing concern that the ‘grouping’ of individual settlements in the manner proposed is too blunt an instrument and doesn’t properly reflect the individual characteristics of each town or village.
- 3.13 For example, in relation to the proposed Tier 2 - Service Centres, many respondents felt that Long Hanborough and Bampton should not be grouped alongside Burford, Charlbury, Eynsham and Woodstock.
- 3.14 Similarly, in relation to the proposed Tier 3 – Villages, a number of respondents highlighted important differences between larger villages such as North Leigh, Stonesfield and Minster Lovell, compared to smaller villages such as Fulbrook and Ascott-under-Wychwood.
- 3.15 As a result, Officers have undertaken further analysis and are now proposing to identify five settlement tiers as follows:
- Tier 1 – Principal Towns
 - Tier 2 – Service Centres
 - Tier 3 – Large Villages
 - Tier 4 – Medium Villages
 - Tier 5 – Small Villages, Hamlets and Open Countryside
- 3.16 The settlements previously identified within Tiers 1 and 2 are proposed to remain the same but the relatively large number of villages previously listed within Tier 3 have now been split into a ‘large’ and ‘medium’ category (Tier 3 and Tier 4).

Spatial Strategy

- 3.17 Through the June preferred policy options consultation, views were sought on a proposed spatial strategy (Core Policy 3).
- 3.18 Whilst the general feedback has been positive (see Annex A – Consultation Summary Report) concerns have been expressed about the scale of future development that could potentially come forward in some locations – particularly in light of known pressures around infrastructure capacity where significant growth has already taken place in recent years.
- 3.19 To summarise, the preferred policy options consultation in June identified the following residential development ‘classification’:
- Small-scale development 1-10 units
 - Medium-scale development 11-300 units
 - Strategic-scale development 300+ units

3.20 On this basis, it was suggested that:

- Tier 1 Principal Towns could accommodate small, medium and strategic-scale development.
- Tier 2 Service Centres could accommodate small and medium-scale development with additional strategic-scale development (beyond that which is already committed through existing permissions and allocations) only taking place by exception and where necessary to meet identified development needs.
- Tier 3 Villages could accommodate small and medium-scale development but at a more limited scale than Tier 2 Service Centres – guided by the existing size and relative sustainability of each settlement in terms of their available service and facilities.
- Tier 4 Small villages, hamlets and open countryside could accommodate small-scale development only.

3.21 Notwithstanding the policy caveats regarding the existing size and relative sustainability of each settlement, this proposed approach has raised concerns that smaller villages could be put under pressure to accommodate excessively large developments of up to 300 dwellings,

3.22 Officers have since further considered the matter and have concluded that an alternative approach is required to better reflect the revised settlement hierarchy outlined above and the scale of development which is likely to be acceptable in each location.

3.23 It is therefore proposed that four different ‘scales’ of residential development are identified rather than three. These are:

- | | |
|---|----------------|
| • Small-scale residential development | 1-10 units |
| • Medium-scale residential development | 11 – 50 units |
| • Large-scale residential development | 51 – 300 units |
| • Strategic-scale residential development | 300+ units |

3.24 It is also proposed that the spatial strategy be updated to reflect the revised settlement hierarchy outlined above.

3.25 Views on this revised approach will be sought through the preferred spatial options consultation before the final approach is agreed as part of the Regulation 19 draft Local Plan.

Preferred Spatial Options

3.26 Within this overall context, the preferred spatial options consultation paper (Annex B) then moves on to consider more specifically, potential areas of future development.

3.27 For ease of reference, the paper first considers much larger ‘strategic’ spatial options capable of accommodating 300+ dwellings before moving onto consider other, smaller ‘non-strategic’ options.

- 3.28** It should be noted that in some instances, whilst the gross site area of some of the spatial options suggests they are technically capable of accommodating 300+ homes, they have been included as smaller non-strategic options because of site constraints that serve to reduce the likely acceptable quantum of development.
- 3.29** In relation to both strategic and other non-strategic spatial options, the paper first considers the existing Local Plan 2031 allocations that do not yet have planning permission in whole, before moving on to consider new spatial options that have been identified as being potentially suitable for development via the Council's updated Housing and Economic Land Availability Assessment (HELAA).
- 3.30** The intention is that the updated HELAA will be published alongside the preferred spatial options consultation paper as supporting evidence.

Strategic Spatial Options

- 3.31** The preferred spatial options consultation paper confirms that there are five existing site allocations from the current adopted Local Plan 2031 capable of delivering 300 or more new homes but that do not yet have planning permission in whole.
- 3.32** This includes Salt Cross Garden Village, West Eynsham SDA, North Witney SDA, East Chipping Norton SDA and the REEMA North and Central site in Carterton.
- 3.33** The paper explains the progress which has been made in relation to each site and outlines the Council's intention to refresh and update each allocation through the new Local Plan, taking account of any changes in circumstance since the previous Local Plan was adopted in 2018.
- 3.34** Cumulatively, these refreshed and revised allocations are anticipated to be able to deliver around 5,375 homes in the period to 2043.
- 3.35** Members should note that in relation to the West Eynsham SDA, the spatial options paper provides an update on a recent access options assessment which was completed in June 2025 to help inform the most appropriate point of access into the site from the A40.
- 3.36** Because the access options assessment is of material relevance in planning terms to both the West Eynsham SDA and Salt Cross Garden Village, a copy is attached to this report at Appendix C- the intention being that it will be published as background supporting material during the preferred spatial options consultation.
- 3.37** Having outlined the position in relation to the existing local plan allocations capable of delivering 300+ homes, the preferred spatial options paper then outlines a number of new, potentially suitable locations for future development that are similarly strategic in scale. These are locations that have been identified by Officers as having some development potential based on the analysis undertaken to date – primarily the updated HELAA.

3.38 For each location, the consultation paper provides a summary overview including constraints and opportunities and the overall rationale for having identified it as potentially suitable for development. Because some of the options are presented as a 'range' cumulatively, it is anticipated that the strategic preferred spatial options could potentially deliver between 7,150 and 8,250 new homes by 2043 together with 20 hectares of employment space.

3.39 It is important to note that this is an initial consultation only and a considerable amount of further evidence and information will be needed before a final decision can be made on which strategic options to include in the draft plan in the new year. This will include stakeholder feedback and further evidence on a range of topics including viability, infrastructure and transport impact.

4. Other Non-Strategic Spatial Options

4.1 The preferred spatial options paper confirms that there is one existing site allocation from the current adopted Local Plan 2031 that has the potential to deliver a smaller residential scheme, the Woodford Way Car Park in Witney. The paper seeks views on whether the existing allocation should be updated and refreshed through the new local plan, including a slight increase in the number of homes from 50 – 75 to better reflect site capacity.

4.2 Whilst the adopted Local Plan 2031 includes another smaller housing allocation that does not yet have planning permission at Myrtle Farm in Long Hanborough (50 homes), the landowner has confirmed they have no intention of bringing the site forward and so the intention is to de-allocate it.

4.3 The preferred spatial options paper then goes on to outline a number of new, potentially suitable locations for future development that are non-strategic in scale (i.e. capable of accommodating less than 300 homes). Cumulatively, these have the potential to deliver between 850- 900 dwellings along with 10 hectares of employment space.

4.4 These are locations that have been identified by Officers as having some development potential based on the analysis undertaken to date – primarily the updated HELAA.

4.5 As with the strategic spatial options, for each location, the consultation paper provides a summary overview including constraints and opportunities and the overall rationale for having identified it as potentially suitable for development.

5. LOCAL PLAN TIMETABLE

5.1 The Council's most recently published Local Plan timetable is set out in its Local Development Scheme (LDS) published in March 2025. It was prepared on the basis that the Regulation 18 consultation on preferred policy options would take place in May 2025, leading to formal publication of the Regulation 19 draft Local Plan in October 2025 and submission by March 2026.

5.2 As a result of the decision to introduce the additional Regulation 18 stage of consultation on the preferred spatial options (Annex B) it is necessary to amend the timetable.

5.3 A revised LDS has therefore been prepared and is attached at Annex D.

5.4 In terms of the Local Plan, the key dates to note are now as follows:

- Regulation 18 Preferred Spatial Options consultation Nov/Dec 2025
- Regulation 19 Draft Local Plan consultation May/June 2026
- Submission September 2026

5.5 In preparing the updated LDS, Officers have also taken the opportunity to update the key dates in relation to the Salt Cross Garden Village Area Action Plan (AAP) and also the latest position regarding Neighbourhood Planning.

6. NEXT STEPS

6.1 By way of next steps, Officers propose to publish the Preferred Policy Options Consultation Summary Report (Annex A) online as soon as possible.

6.2 Subject to the approval of Members, the preferred spatial options paper attached at Annex B will be published for a 7-week period of public consultation from the beginning of November 2025.

6.3 The West Eynsham SDA A40 Access Options Assessment attached at Annex C will be published online as background technical evidence and the updated Local Development Scheme (LDS) attached at Annex D will be published online and also made available in the deposit locations listed in the document.

7. ALTERNATIVE OPTIONS

7.1 The District Council could choose not to progress with an update of the Local Plan. However, local authorities are required to keep plans up to date, typically reviewing them every 5-years or so.

8. FINANCIAL IMPLICATIONS

8.1 The preparation and adoption of a new Local Plan has significant financial implications with provision for this having been made through the District Council's budget setting process.

9. LEGAL IMPLICATIONS

9.1 The Local Plan is being prepared in accordance with legislative requirements and when considered at examination, the appointed Planning Inspector will determine whether or not the District Council has fulfilled those requirements. Independent legal advice will be sought as part of this process.

10. RISK ASSESSMENT

10.1 The report presents no significant risks.

11. EQUALITIES IMPACT

- 11.1** The Local Plan 2043 is supported by an integrated health and equality impact assessment (HEIA).

12. CLIMATE AND ECOLOGICAL EMERGENCIES IMPLICATIONS

- 12.1** The climate and ecological emergencies form a central component of the emerging draft local plan and have been influential factors in the selection of preferred spatial options outlined in Annex B.

13. BACKGROUND PAPERS

- 13.1** None.

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Introduction

- I.1 The Council is preparing a new Local Plan which will help shape the future of West Oxfordshire to 2043. Having an up-to-date plan in place is vital because it provides a vision and framework to guide decisions on how, where and when development can come forward and how we can protect and enhance our surroundings for current and future generations.
- I.2 Preparing a Local Plan falls into two main stages:
 - **Plan preparation** (known as the Regulation 18 stage) when the Council carries out informal engagement on the potential scope and content of the plan and explores different options to help identify a preferred approach.
 - **Publication** (known as the Regulation 19 stage) when the Council carries out formal consultation on the final draft version of the plan which it considers to be 'sound' and intends to submit for examination.
- I.3 The Council is currently at the Regulation 18 plan-preparation stage and has held three separate public consultations to date:
- I.4 In August 2022, an initial scoping consultation took place, seeking general views on the potential areas of focus for the new Local Plan.
- I.5 Next, in August 2023, a further consultation 'Your Place, Your Plan' took place seeking views on draft local plan objectives, the potential pattern of development and potential sites, ideas and opportunities.
- I.6 Recently, we undertook a third consultation, seeking views and opinions on the draft 'Preferred Policy Options Paper'.
- I.7 The purpose of this report is to provide a detailed overview of the third consultation including how and when it took place and the main messages arising from the responses that we received.
- I.8 The responses to all three previous consultation stages will be taken into account by Officers as they prepare the final Regulation 19 draft version of the Local Plan in early 2026.

Consultation Overview

- 2.1 The Preferred Policy Options Consultation was held over a 6-week period from 26th June – 8th August 2025.
- 2.2 We asked for your views on:
- **The overall structure and content of the emerging Local Plan**
 - **The proposed vision and objectives**
 - **The preferred policy options**
- 2.3 The consultation comprised a mixture of online material via the Council's digital engagement platform and a number of 'in-person' events as detailed below.
- 2.4 Public Exhibitions:
- Bampton Public Exhibition – 1st July 2025
 - Long Hanborough Public Exhibition – 2nd July 2025
 - Chipping Norton Public Exhibition – 7th July 2025
 - Carterton Public Exhibition – 8th July 2025
 - Burford Public Exhibition – 14th July
 - Woodstock Public Exhibition – 15th July 2025
 - Eynsham Public Exhibition – 16th July 2025
 - Witney Public Exhibition – 22nd July 2025
 - Charlbury public Exhibition – 23rd July 2025
- 2.5 The consultation generated a total of almost 1,500 comments from around 400 individuals and organisations.
- 2.6 The sections below summarise the comments that we received in relation to each aspect of the draft Preferred Policy Options Paper.

Draft Preferred Policies

Introduction

- 3.1 Comments suggest broad support for the six revised objectives, especially those focused on climate action, community wellbeing, and protecting the natural environment, however, many respondents feel the vision is vague, lacks realism, and is not backed by clear implementation plans with calls for a full viability assessment to ensure policies are realistic and enforceable. Comments suggest worries that developer-led assessments may be inadequate or misleading.
- 3.2 Concerns are raised that the 268-page document is seen as too long and complex for meaningful public engagement and there are suggestions for a clear executive summary and simplified language. Many feel the process is confusing, inaccessible, and not transparent, especially for elderly or digitally excluded residents.
- 3.3 Recommendations include improving consultation tools and accessibility and clarifying definitions (e.g. “major development”, “medium-scale”) and success metrics. Calls are made for proactive outreach to businesses, communities, and residents.
- 3.4 Comments suggest frustration over the lack of site-specific information in the current consultation and call for the preferred development sites to be published before finalising policies.
- 3.5 Comments indicate strong opposition to placing villages like Combe, Ascott-under-Wychwood, Fulbrook, and Filkins in Tier 3, which allows for medium-scale development (up to 300 homes) with many arguing that these villages lack the infrastructure and services to support such growth and are often within protected landscapes (CNL).
- 3.6 Linked to this, other comments highlight concerns that development in rural areas will increase car dependency, undermining climate goals.
- 3.7 There are mixed views about the feasibility of rail proposals (e.g. Carterton–Oxford line) with some calls for a focus on better bus services instead.
- 3.8 There are repeated concerns about sewage, roads, public transport, and healthcare being overstretched, with calls for infrastructure to be legally secured or delivered before housing and not after. Specific issues have been highlighted in Aston, South Leigh, and Witney, where promised upgrades have not materialised.
- 3.9 Calls for housing to be genuinely affordable, linked to local incomes and not market rates have been made, with support for rural exception sites and public housebuilding to meet local needs.
- 3.10 Concerns are raised over second homes and Airbnbs reducing housing availability.

- 3.11 There is strong support for protecting the Cotswolds National Landscape, ancient woodlands (e.g. Pinsley Wood), and river systems (e.g. Windrush, Evenlode) with requests for stronger wording in policies to ensure actual protection and enhancement, not just aspiration.
- 3.12 Some concerns are expressed that in relation to smaller sites, the amount of documentation/studies that is required, particularly at the outline application stage, is likely to significantly hinder new developments coming forward.
- 3.13 **Key matters arising from feedback:**
- **Many comments indicate that medium scale development (up to 300 houses) is not appropriate in Tier 3 settlements, particularly in the smaller villages**
 - **Many comments indicate concern that infrastructure cannot support more growth in many areas and there are calls for infrastructure to come before housing**

Background context

- 3.14 Comments suggest a number of concerns and recommendations for change in the Local Plan.
- 3.15 It is noted by some comments that the plan is behind schedule and adoption likely delayed to 2027. There are therefore calls to extend the plan period to 2043 to meet the required 15-year post-adoption horizon.
- 3.16 It is suggested by some comments that the plan's vision is seen as vague and overly general, making it hard for residents to engage meaningfully and, while the six objectives are broadly supported, there is frustration that they are not backed by clear implementation strategies or funding. This is highlighted in other comments which note that key supporting documents (e.g. Viability Assessment, Housing Land Availability) are still in progress and stress the need for viability testing to ensure policies are deliverable, not just aspirational.
- 3.17 This also relates to concerns about lack of cross-boundary coordination with other Oxfordshire councils.
- 3.18 Comments highlight a strong opposition to development in Tier 3 villages (e.g. Combe, Fulbrook, Ascott-under-Wychwood) with concerns that building too many new homes in these villages would overwhelm local infrastructure, increase car dependency (contradicting climate goals) and erode rural character and community wellbeing.
- 3.19 Many commenters noted a growing sense of frustration that residents' viewpoints and objections are being disregarded. They highlighted how planning processes lack meaningful engagement opportunities, which worsens perceptions of exclusion and undemocratic decision-making. Objections relate to the prioritisation of developers' interests over local concerns, lack of consultation on site allocations, and minimal involvement of elected representatives in community settings.

- 3.20 Comments suggest that this uncertainty around housing is having a negative impact on the mental health of residents and the community, with people reporting a sense of disruption, anxiety, and loss, not just resistance to change.
- 3.21 Many comments criticise infrastructure lagging behind development, particularly in regard to sewage systems, roads, and public transport being overstretched
- 3.22 LTCP5 goals (e.g. reducing car use) are seen as unrealistic in rural areas with poor public transport and cycling and walking are impractical in winter or hilly terrain. It is felt that residents feel pressured to use public transport that doesn't exist or isn't accessible.
- 3.23 Comments call for an emphasis on focusing development in sustainable locations (main service centres) rather than new settlements or small villages, with frustration with both strategic site selection and developers' slow delivery timelines and calls for a "use it or lose it" policy to prevent developers from land banking.
- 3.24 A comment from English Rural Housing Association (ERHA) highlights that rural areas need 50% more affordable homes than urban areas, citing that only 9% of housing in small villages is social housing (vs. 17% in urban areas). It is also suggested that planning policy must better support rural exception sites for local needs.
- 3.25 **Key matters arising from feedback:**
- **Comments note that the plan is behind schedule and adoption is likely to be delayed until 2027. There are therefore calls to extend the plan period to 2043 to meet the required 15-year post-adoption horizon**
 - **It is noted throughout of the plan that key documents, such as viability assessments, are not yet available yet are needed to ensure that development is deliverable**
 - **Comments suggest that residents are frustrated by the perception that their viewpoints and objections are being disregarded, with the planning process lacking meaningful engagement opportunities**
 - **There are many concerns that infrastructure is lagging behind development**

District Profile

- 3.26 Comments regarding the Climate and the Environment suggest strong support for WODC's declaration of a climate and ecological emergency. However, there are worries that central government's growth agenda may undermine local environmental goals.
- 3.27 Comments highlight criticism of sewage pollution in rivers like the Windrush, Evenlode, and Shill Brook, largely due to Thames Water's operations.
- 3.28 There are calls for greater protection and restoration of natural assets like Pinsley Wood, with a suggestion that it is given conservation status, and the Evenlode Valley, which are under threat from development and poor management. Comments suggest that the Evenlode Valley deserves equal protection to the Windrush Valley.

- 3.29 A recommendation to Include heritage and ecological protections in the Local Plan is made by one comment.
- 3.30 Comments suggest that air quality issues in Witney and Chipping Norton due to traffic congestion are underacknowledged.
- 3.31 Comments regarding housing and development suggest strong preference for brownfield development over greenfield sites. It is thought that green spaces are declining, especially in overdeveloped areas like Long Hanborough and that the mental and physical health benefits of nature must be valued and preserved.
- 3.32 There is some scepticism about developers delivering genuinely affordable housing and concerns about empty homes and properties used for Airbnb, reducing availability for residents.
- 3.33 A specific comment suggests that South Leigh should remain a Tier 4 village to avoid inappropriate development.
- 3.34 One comment highlights a criticism of “transactional” planning that overlooks ecological and community values.
- 3.35 Comments regarding infrastructure and services suggest that existing infrastructure (roads, sewers, traffic, public transport) is inadequate and overstretched. It is thought that further development without addressing these issues is seen as unsustainable.
- 3.36 A comment highlights that Salt Cross is cited as a potentially good model, but concerns remain about employment, education, and leisure provision.
- 3.37 Comments about transport suggest that rail services are overstated in the plan in that most towns lack direct access and that rail stations are oversubscribed, and many journeys still rely on cars.
- 3.38 There is a reflection that bus services are more relevant for local mobility and have improved post-COVID, with more frequent routes such as the Stagecoach S7 (Witney-Woodstock-Oxford Parkway) and the Pulhams H2 (Witney - Oxford Hospitals). Comments reflect the need to prioritise public transport investment to reduce car dependency.
- 3.39 **Key matters arising from feedback:**
- **Improve sustainable travel by improving bus services and cost and recognise the limitations of rail services**
 - **Prioritise environmental protection, such as protecting the county’s river from pollution, preserving woodland, such as Pinsley Wood and addressing air quality issues caused by traffic congestion**
 - **Build genuinely affordable and social housing, rescinding right to buy schemes and prioritising brownfield land**

- **Acknowledge infrastructure limitations**

Challenges and Opportunities for the Local Plan 2041

- 3.40 There is strong support for planned growth however deep concerns are highlighted regarding mass housebuilding over infrastructure and environmental concerns.
- 3.41 It is thought by many respondents that infrastructure (roads, sewage, public transport) is already inadequate in many areas like Witney, South Leigh, and Ascott-under-Wychwood and there are calls for infrastructure upgrades before any new development, especially sewage systems, which are currently overwhelmed and sometimes operating illegally. It is recommended that no development should proceed unless sewage treatment works are upgraded and legally compliant.
- 3.42 Some comments discuss doubts about the capacity of local councils (OCC and WODC) to deliver necessary infrastructure, citing the A40 improvements being negated by surrounding development and Salt Cross Garden Village's Park and ride being built without integrated road planning as being examples of poor planning coordination.
- 3.43 Comments suggest objections to Tier 3 village designations (e.g. Combe), which could lead to medium-scale developments (up to 300 units) in areas with historic and conservation significance with concerns that such growth would damage village character, overwhelm local services, and erode community wellbeing.
- 3.44 Concerns are also highlighted regarding environmental protection. There is widespread concern about the impact of development on the natural environment, especially the Cotswolds National Landscape (CNL) with the CNL Board supporting the plan but urging a shift from mere "protection" to active improvement of the natural environment.
- 3.45 There is criticism from some comments of solar farms on greenfield land with preference for rooftop solar panels on existing and new buildings and an emphasis on water quality and sewage management as key environmental priorities.
- 3.46 **Key matters arising from feedback:**
- **There are concerns that infrastructure is already inadequate in places, particularly the sewage system, and there are calls for infrastructure upgrades before new development**
 - **Genuinely affordable housing is called for**
 - **There is a suggestion that 'cycling and pedestrian' is changed to 'walking, wheeling and cycling' throughout the document (also in place of active travel).**

West Oxfordshire in 2041 – Our Vision

- 3.47 While many comments support the aspiration of the vision, praising it for its ambition, many feel it lacks realism and practicality, with scepticism about whether the vision will be upheld when pressured to meet housing targets (900+ homes/year).
- 3.48 There is widespread concern about overdevelopment, especially in villages where large housing projects are seen as disproportionate (e.g. 300 homes = 20.5% increase) with comments highlighting strained NHS services, poor public transport and cycling infrastructure and frustration regarding a lack of promised infrastructure, such as doctor's surgeries in new developments.
- 3.49 Comments suggest more emphasis is needed on ensuring adequate healthcare and care services before approving large-scale housing and a focus on current problems (roads, healthcare, water) to build trust and engagement.
- 3.50 There is also a desire for clearer, achievable goals and community services to accompany housing developments.
- 3.51 There are mixed views on climate action with some comments feeling that local efforts are futile without global cooperation (e.g. from the US, China, India).
- 3.52 Others suggest there is a strong sentiment that actions must be taken to combat global warming and support green initiatives but stress the need for realistic goals and government investment.
- 3.53 Strong support for protecting rivers, especially the River Windrush, with suggestions to adopt the Universal Declaration on the Rights of Rivers, following examples from Lewes and Hampshire.
- 3.54 **Key matters arising from feedback:**
- **There are many concerns about overdevelopment in the villages and inadequate infrastructure to support large developments.**
 - **There is strong support for protecting rivers, particularly the River Windrush**

Revised Draft Plan Objectives

- 3.55 Comments demonstrate that the revised draft Plan is widely supported, especially the six clear objectives, which are seen as an improvement over the previous thirty. Some commenters particularly emphasise the importance of objective 5.
- 3.56 There's a suggestion to include a statement of core values, such as evidence-based planning and decision-making, sustainable development (social, environmental, economic), community engagement and empowerment and equality of opportunity.

- 3.57 One comment suggests that given 33.9% of West Oxfordshire falls within the CNL, Objective 3 should explicitly reference the CNL. A proposed addition to Objective 3 is “Furthering the purpose of conserving and enhancing the natural beauty of the Cotswolds National Landscape.” The comment states that this aligns with the statutory duty of local authorities to protect the CNL.
- 3.58 **Key matters arising from feedback:**
- **The 6 objectives are seen as clear and widely supported, with comments preferring fewer objectives than previously suggested**
 - **Reference to the CNL is recommended in Objective 3 – see CNL Board comments for more detail**
 - **Further recommendations are suggested such as a Statement of Core Values**
- 3.59 **Objective 1 – To take local action and tackle the climate and ecological emergency ‘head-on’ for the benefit of current and future generations.**
- 3.60 Comments suggest broad support for the inclusion of climate change as a top strategic objective, with it being recognised as the most important issue facing communities.
- 3.61 There is acknowledgement that the UK is not on track to meet Paris Agreement goals and a strong call for adaptation measures is made for coping with extreme heat, drought, rainfall, and storms, such as retrofitting existing homes and villages.
- 3.62 One comment, however, suggests that there should be a stronger emphasis on the ecological emergency, not just climate, with amended bullet points under Objective 1 to better reflect this.
- 3.63 Comments also highlight strong support for protecting biodiversity, tree planting, flood control using natural systems and prioritising brownfield development. There is a suggestion that protecting nature will inherently support climate goals.
- 3.64 There is some concern around the objective in regard to large-scale housing development. It is suggested that such sites damage the environment and rural character, increases traffic, resource use, and infrastructure pressure and conflicts with climate goals, especially in Tier 3 villages with poor public transport.
- 3.65 It is also suggested that flood management is improved before approving further large-scale housing.
- 3.66 In regard to Digital and Carbon Reduction Support, a request is made for WODC guidance on carbon-reducing strategies for homes and businesses. Difficulty navigating commercial advice without bias is noted.
- 3.67 **Key matters arising from feedback:**
- **BBWOT suggest some changes to the bullet points**

3.68 Objective 2 – To foster healthier and happier communities across West Oxfordshire

3.69 It is highlighted that current cycling infrastructure is described as poor and unsafe, with roads like the A40, A361, and B4020 being considered dangerous for cyclists, especially children.

3.70 There is therefore strong support for safe cycle paths to connect villages and towns, with an example cited in other areas where cycle paths run along field edges. It is highlighted that safer routes would encourage cycling for all ages, including commuting and family use and a potential for cycle hire businesses.

3.71 There is also support for high-quality green spaces that prioritise wildlife and biodiversity, avoid pesticide use, include native plants and flowers and that avoid mowing during April–July to protect habitats.

3.72 Comments show encouragement for local food production and distribution, however there is some concern that large-scale housing developments on agricultural land undermine food security. It is highlighted that there should be an emphasis on the need to balance development with geopolitical food supply concerns.

3.73 Key matters arising from feedback:

- **A suggested change to Objective 3, bullet point 2: Establishing a healthier food environment by enabling the growing, distribution and consumption of local food, and enabling more diverse food choices**

3.74 Objective 3 – To protect, support and enhance the quality and resilience of West Oxfordshire’s built, historic and natural environments.

3.75 There is some concern that there are too many types of certain businesses, particularly in Witney, such as barber shops, and there is a suggestion to encourage a wider variety of businesses by offering low rents/rates for 2–3 years to help them establish.

3.76 There is a strong call to end biodiversity destruction and pollution, with WODC urged to take responsibility and act locally, even if global efforts are lacking. There is support for nature recovery objectives, but concern over the Council’s ecological expertise to enforce biodiversity net gain. There is a suggestion to collaborate with BBOWT and university experts for better ecological oversight.

- 3.77 One comment expresses criticism of top-down planning approaches stating that residents feel disconnected.
- 3.78 There is specific objection to Combe being designated as a Tier 3 village for development, despite its protected status in the Cotswolds National Landscape.
- 3.79 There is general support for more affordable housing, but with a preference for brownfield sites or infill development, with an emphasis on protecting green spaces for future generations.
- 3.80 **Key matters arising from feedback:**
- It is suggested that the second two bullets in Objective 4 should be the first 2 - there is too much of a top-down approach
 - For Objective 3 to be successful, villages like Combe which has been designated for "special landscape protection, conservation and enhancement" as part of the Cotswolds CNL, should not be designated as a Tier 3 village for development
- 3.81 **Objective 4 – To allow West Oxfordshire’s resident communities and businesses to thrive within a network of attractive, vibrant, and well-connected market towns and villages.**
- 3.82 One comment suggested that local communities should be consulted, and the feedback from such consultations be given significant weight, before planning permission is given for large scale or 'out of character' housing developments, stating that few will want a continuous conurbation stretching from Oxford to Witney.
- 3.83 **Objective 5 – To make sure that all of our residents are able to meet their housing needs.**
- 3.84 Comments suggest strong support for bringing empty housing and business premises back into use.
- 3.85 There is concern over properties used as second homes or Airbnbs, which reduce availability for local residents and alter the village character and economy. Suggestions relating to this include the licensing of all Airbnbs to ensure safety and oversight, restricting holiday rentals to a set percentage of housing stock, especially in areas like Burford where 1–3 bed homes are scarce and introducing a main residence clause for new homes, similar to policies in Cornwall.
- 3.86 The need for a balanced housing approach to support families, schools, and elderly care is highlighted, with a call for genuinely affordable and social housing to be a key focus and homes being built in appropriate locations to meet actual needs. There is also some concern that small homes are being bought to build extensions.

3.87 Comments also suggest criticism of developers holding onto land banks without building, with a suggested proposal for a policy requiring construction to begin within 18 months of planning approval, with clear intent to complete, otherwise permission should be revoked.

3.88 Key matters arising from feedback:

- **Suggestions regarding concerns about ‘Air BNBs’ include restricting the number to a percentage of a town’s housing stock and the licensing of all Air BNBs, with a main residence clause for new homes**
- **There is a suggestion that commencement of building should begin within 18 months of achieving planning permission or planning permission to be revoked**

3.89 Objective 6 – To foster a thriving, diverse and resilient economy in West Oxfordshire, leveraging its strengths and future growth potential.

3.90 One comment notes that the road infrastructure around Witney is poor, congested, and probably a barrier to entry for some businesses that might otherwise want to operate from the area.

3.91 Another comment supports this objective but questions how it will be resourced.

Core Policies

3.92 There is a suggestion for the addition of a Community-Led Stewardship policy, with the recommendation that major developments involving community assets and planning applications should include a Stewardship Strategy which should be supported by Section 106 agreements and include asset management options (e.g. local authority, parish council, community management organisation).

3.93 One comment calls for the clarification of the proposed definition of major development (residential schemes of 10+ units and non-residential developments with 1,000 sqm+ floorspace to avoid confusion with minerals and waste applications, which may also fall under this category.

3.94 Key matters arising from feedback:

- **Suggestion for a Community-Led Stewardship Policy – see comments**
- **Request for major development to be defined as above**

3.95 Core Policy 1 – Climate change

3.96 Many respondents support the inclusion of climate change as a central theme in the Local Plan, with a strong backing for net-zero carbon goals, energy efficiency, and nature-based solutions.

- 3.97 There is also strong support for integrating nature-based solutions into development, with suggestions including enhancing riparian buffer zones, restoring floodplain capacity, using natural materials (e.g. hemp) in construction and promoting biodiversity net gain and ecological resilience.
- 3.98 Many comments indicate that flooding is a major concern across West Oxfordshire, especially in villages like Bampton, Standlake and Ascott-under-Wychwood. There are calls for avoiding development on floodplains, enhancing natural flood defences, improving sewage infrastructure and recognising current flood risks, not just future climate impacts.
- 3.99 There is criticism that transport emissions are under-addressed in CPI, with comments citing that transport accounts for nearly half of local emissions, yet the policy focuses mainly on buildings. Recommendations that have been suggested are to align development with public transport corridors, reduce car dependency, support rail infrastructure (e.g. Carterton – Witney - Oxford link) and to improve bus networks and active travel options.
- 3.100 Comments indicate support for solar panels, heat pumps, and green roofs on new buildings, however some developers argue that local standards exceed national policy, risking viability. Requests for flexibility in applying renewable energy requirements, especially for small sites, are made.
- 3.101 One comment highlights that the volume of required reports for small, but still classed as 'major' (10+) sites is unduly burdensome, particularly at the outline stage, and could lead to delays in development. There is a call for raising the threshold of 'major development' to ensure the delivery of smaller scale sites.
- 3.102 **Key matters arising from feedback:**
- **Flooding is a major concern throughout West Oxfordshire, particularly in some of the villages.**
 - **Transport emissions should feature more prominently in the policy.**
 - **It is recognised that Policy CPI rightly recognises the importance of nature-based solutions, however it is suggested there is currently no reference to the specific need for climate resilience in the freshwater environment.**
 - **Climate Impact Assessments are welcomed for major developments but it is asserted that in areas that have a history of flood risk or additional environmental concerns such as within the Cotswold Natural Landscape, these should be more widely mandated.**
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- 3.103 **Core Policy 2 – Settlement Hierarchy**
- 3.104 Several comments express dissatisfaction with the consultation process itself. Issues highlighted include the lack of transparency regarding preferred sites and questions over the decision-making process, suggesting that it does not adequately reflect local resident concerns.

- 3.105 Multiple comments indicate that there is strong, widespread opposition to the classification of many small villages as Tier 3. In many cases, this concern is based on the proposed Tier 3 criteria, allowing medium-scale development (up to 300 homes), which could double or triple the size of small villages. Comments from residents of villages such as Combe, Fulbrook, Ascott-under-Wychwood, Filkins & Broughton Poggs, Langford, and Churchill argue they lack the infrastructure and services to be considered hubs.
- 3.106 Many comments call for subdividing Tier 3 into two tiers - Tier 3A for larger, better-connected villages and Tier 3B for smaller, less sustainable villages.
- 3.107 Comments indicate that Bampton is the focus of strong objections to its proposed Tier 2 status. Residents and stakeholders argue it lacks adequate public transport, sufficient employment opportunities, reliable sewerage and flood protection and healthcare and school capacity
- 3.108 There are strong concerns that Tier 2 status would lead to unsustainable growth and damage village character.
- 3.109 Additionally, comments indicate that there is a strong objection to Long Hanborough being included as a Tier 2 settlement, citing inadequate infrastructure to support planned growth.
- 3.110 There is a strong emphasis on protecting the Cotswolds National Landscape (CNL), with development in CNL villages seen as non-compliant with national policy (NPPF). Requests to re-classify CNL villages into Tier 4 or a new Tier 5 to prevent major development are made.
- 3.111 Comments suggest that many residents feel the plan does not reflect local realities, with concerns that the Settlement Sustainability Report (2016) is outdated and lacks transparency. There are calls for updated evidence, local engagement, and respect for Neighbourhood Plans.
- 3.112 Through comments, it is noted that many villages report poor road conditions, limited bus services, flooding and inadequate sewage systems and there are calls for the reassessment of village classifications based on current infrastructure and services.
- 3.113 **Key matters arising from feedback:**
- **There is strong opposition to smaller villages being placed into Tier 3, with the suggestion of a Tier 3A and 3B.**
 - **There is strong opposition to Bampton and Long Hanborough being Tier 2 settlements.**
 - **Comments suggest that overburdened and inadequate infrastructure (particularly sewers/health facilities/schools) are found in many villages.**

3.114 Core Policy 3 – Spatial Strategy

- 3.115 There are recommendations to extend the plan period to 2043 to meet NPPF requirements.
- 3.116 Comments indicate criticism of vague terms like “reasonable level of services” and there are requests for clearer definitions of development scales, an updated Settlement Sustainability Report and transparent site selection criteria
- 3.117 Strong opposition is made to classifying small villages (e.g. Ascott-under-Wychwood, Fulbrook, Combe) as Tier 3. There is concern that medium-scale development (up to 300 homes) is inappropriate and would double village size, harming character and infrastructure with calls to split Tier 3 into two - Tier 3A for larger, more sustainable villages and Tier 3B for smaller, less suitable villages.
- 3.118 Bampton’s Tier 2 status is strongly contested due to limited services and infrastructure.
- 3.119 There are suggestions to reclassify some Tier 2 villages or limit their growth to protect heritage and character.
- 3.120 Comments express concern about infrastructure lagging behind development, especially in the case of sewage systems, roads and traffic congestion and public transport.
- 3.121 However, some comments point out that a reasonable level of development can sustain existing services or even reverse declines in service availability.
- 3.122 There are mixed views on the Carterton – Witney - Oxford rail link, with some comments seeing it as essential for sustainable growth while others argue that it is speculative and shouldn’t underpin policy, instead emphasising bus services.
- 3.123 There are calls to prioritise development near existing public transport hubs (e.g. Hanborough, Charlbury, Kingham stations) and suggestions to expand cycle routes, especially along the A40 corridor.
- 3.124 Comments suggest that Carterton is identified as the most suitable for large-scale growth due to fewer constraints, with Witney and Chipping Norton facing challenges due to infrastructure and landscape limitations.
- 3.125 There is general support for new settlements if they are well-planned and infrastructure led.
- 3.126 There is strong support for protecting the Cotswolds National Landscape (CNL), with requests for stricter limits on development within and near the CNL, use of a 5% growth

threshold to define “major development” and greater emphasis on natural beauty and tranquillity.

3.127 Comments suggest support for small and medium-sized sites to improve delivery rates. There are concerns about housing affordability, especially in rural areas, with a call for more rural exception sites, affordable housing linked to local incomes and balanced growth across all tiers.

3.128 Acknowledgement is requested that Oxford’s unmet housing need will likely require additional allocations in West Oxfordshire.

3.129 **Key matters arising from feedback:**

- **There is strong opposition to smaller villages being placed into Tier 3, with the suggestion of a Tier 3A and 3B.**
- **There are concerns about infrastructure lagging behind development, placing pressure on existing services.**
- **There is a recommendation to extend the plan period to 2043 to meet NPPF requirements.**

3.130 **Core Policy 4 – Delivering New Homes**

3.131 It is noted that the current intention is for the new local plan to have an end date of 2041, but that adoption may not occur until 2027 or later. To comply with national policy, a number of comments recommend that the plan period be extended to 2043, thereby increasing the housing requirement.

3.132 Some comments support growth to address housing shortages, while others fear overdevelopment, especially in smaller, rural villages.

3.133 There are calls for realistic targets, better data, and more community-led planning.

3.134 The plan identifies a housing requirement of 14,480 new homes across the plan period, with a 10% buffer, raising the proposed housing supply total to 16,000. Many comments suggest that this figure should be higher, especially to account for Oxford’s unmet housing need, economic growth and affordable housing shortfalls.

3.135 West Oxfordshire previously committed to 2,750 homes to help meet Oxford’s unmet need and comments suggest that there is uncertainty about how much unmet need remains and how it should be distributed. There are calls for clear agreements with Oxford City Council, inclusion of unmet need in the housing requirement and avoiding reliance on speculative assumptions or deferring decisions.

3.136 Several comments challenge the underlying methodology for calculating housing targets, saying metrics like the 2014 SHMA or HENA inflate growth predictions. Commenters urge a review of assumptions and demand estimation with realism about population trends,

economic activity, and migration. Concerns about speculative development and developer stockpiling add scepticism about implementing housing strategies effectively.

- 3.137 Comments have highlighted that strategic sites like Salt Cross Garden Village, West Eynsham SDA, and North Witney SDA have not delivered as expected and there are concerns about infrastructure delays, multiple land ownership issues and an over-reliance on large sites.
- 3.138 There is strong support for allocating small and medium-sized sites, especially in Tier 3 villages, as it is stated that these sites are faster to deliver, more flexible and better suited to local needs.
- 3.139 Concerns about the environmental impact of housing developments permeate multiple comments. Developers are urged to avoid harming the rural character and protected landscapes, particularly the Cotswold National Landscape, Green Belt, and conservation areas. Several commenters express opposition to large-scale developments in Tier 3 villages and other ecologically sensitive areas, recommending prioritisation of brownfield sites and smaller, sustainable housing solutions. Biodiversity preservation, climate considerations, and retaining the unique character of villages are highlighted as priorities.
- 3.140 Comments note that West Oxfordshire has a high affordability ratio (10.89), indicating severe housing cost pressures and that the majority of affordable housing need is for 1–2-bedroom homes. Suggestions include to alleviate the pressure include building upwards, subdividing homes, using brownfield sites and creating homes for the elderly to free up larger properties.
- 3.141 Concerns regarding infrastructure (particularly roads, sewage and healthcare) are raised, with it being recommended that new infrastructure must be delivered in step with housing.
- 3.142 **Key matters arising from feedback:**
- **The plan period should be extended to 2043.**
 - **There are concerns about meeting Oxford's unmet housing needs, including the need to have a clear agreement with Oxford City Council.**
 - **There is a challenge to the 905 homes/year target with many contributors question the robustness of the housing need figure, suggesting it may be too high and based on flawed or outdated data.**
 - **Comments suggest reducing the reliance on large strategic sites and increasing small and medium-sized site allocations for faster delivery.**
- 3.143 **Core Policy 5 – Supporting Economic Growth and Local Prosperity**
- 3.144 There is strong support for rural business growth, including farm diversification and small enterprises and an emphasis on supporting SMEs, green industries, and tourism (e.g. Cotswolds, Blenheim Palace).
- 3.145 Comments suggest support for mixed-use developments to reduce travel and support local economies, with a need for diverse employment types, not just traditional B-class uses.

- 3.146 Specific sites like Enstone Business Park are identified for mid-tech and R&D sectors.
- 3.147 Comments suggest frustration over lack of visibility of preferred development sites with concerns that this limits meaningful public engagement and informed feedback.
- 3.148 There are calls for more employment land, especially near housing developments to reduce commuting. The Economic Needs Assessment by AECOM informs employment land needs but is seen as too conservative, with other studies (e.g. HENA, Savills) suggesting higher demand for employment land. As such, there are calls for flexibility and site allocations to reflect suppressed demand and future growth.
- 3.149 Comments highlight disagreement with absorbing Oxford's unmet housing need due to environmental constraints (CNL, floodplains). There are calls for brownfield development and small-scale rural housing only where needed.
- 3.150 Comments express frustrations over infrastructure and transport issues affecting economic and community vitality. Suggestions include re-opening High Streets and improving transport options in new estates to make living and working more feasible.
- 3.151 It is strongly suggested that infrastructure must be legally secured before development, not promised afterward. Grampian conditions (requiring infrastructure before occupation) are supported in principle, but seen as ineffective in practice.
- 3.152 Sewage treatment is a major concern, especially in South Leigh and Aston with Thames Water delays and lack of accountability being highlighted. There is a suggestion to include WASP (Windrush Against Sewage Pollution) as consultees.
- 3.153 Chronic congestion and car dependency are seen as major issues along the A40 corridor. Park & Ride schemes are underused due to poor planning (e.g. no bus lanes) and rail proposals are considered to lack detail, costings, and feasibility which risks making the plan unsound.
- 3.154 Comments suggest mixed view for the rail proposals. Some see it as essential for long-term growth while others argue it is speculative, costly, and lacks deliverability, with bus infrastructure is seen as more immediate and viable, especially along the A40 corridor. Suggestions for improvements include High Occupancy Vehicle lanes and better bus depot infrastructure, with new depots in Carterton and Witney recommended.
- 3.155 South Leigh & High Cogges Parish Council strongly supports maintaining Tier 4 status to protect rural character. There is concern over infrastructure strain and lack of clarity on how tiers might change.
- 3.156 **Key matters arising from feedback:**
- **There are strong suggestions that infrastructure must be legally secured before development and not promised afterwards**

- There is a suggestion to include **WASP (Windrush Against Sewage Pollution)** as a consultee with sewage treatment capacity a major concern
- There are mixed views regarding rail proposals with concerns about feasibility and cost and some comments suggesting a focus on bus transport instead
- A need to avoid vague language like “work in partnership”; instead, require formal consideration of local plans.

3.157 **Core Policy 6 – Delivering Infrastructure In-step with New Development**

- 3.158 Comments highlight widespread support for the principle that no housing should be built without adequate infrastructure (roads, sewage, schools, healthcare). Numerous examples are cited where infrastructure has lagged behind development, causing environmental, social, and logistical issues.
- 3.159 Such examples include villages like Stanton Harcourt, Sutton, Combe, and South Leigh express strong opposition to new development due to existing infrastructure failures such as sewage flooding, poor water pressure, lack of public transport, and overburdened roads.
- 3.160 There is a desire for thoughtful planning to ensure sustainable, connected, and vibrant communities rather than isolated housing estates.
- 3.161 Comments acknowledge the challenges faced by the Council in coordinating infrastructure delivery, particularly where responsibilities lie with other bodies such as utility providers and healthcare services. Issues such as the economic dependency of healthcare facilities and the Council's ability to collaborate with external providers were raised.
- 3.162 There are calls for stronger enforcement and clearer mechanisms to ensure infrastructure delivery, with concerns that vague language (e.g., “timely manner”) allows for developer evasion. Requests for monitoring and accountability are made.
- 3.163 Support is shown for Community Infrastructure Levy (CIL) and Section 106 (s106) contributions, with a preference for pooled funding across developments to support district-wide infrastructure (e.g., rail, sewage upgrades). There are calls for clawback mechanisms for forward-funded infrastructure.
- 3.164 There are mixed views regarding Infrastructure Delivery Plans, with some comments supporting IDPs for large strategic sites and others suggesting that the 10-unit threshold is too low, suggesting 50+ units as more appropriate. Comments indicate concerns about administrative burden, especially for small and medium-sized developments.
- 3.165 Developers and planning consultants assert that infrastructure requirements must be proportionate, outline applications should not require full assessments and that flexibility is needed in planning obligations and delivery mechanisms.

- 3.166 Comments suggest strong support for using Grampian planning conditions to prevent development until infrastructure is in place, although some comments argue that these should restrict commencement, not just occupation. However, others caution that Grampian clauses can be ineffective or manipulated by developers.
- 3.167 Sewage and water infrastructure are repeatedly cited as overwhelmed or inadequate. Thames Water and others stress the need for early engagement and long lead times for upgrades. Suggestions include to help improve these include greywater recycling, permeable paving, green roofs and rainwater harvesting.
- 3.168 There is support for digital connectivity, especially in rural areas.
- 3.169 Environmental issues, such as avoiding developments on flood plains and taking action to mitigate increased flooding risks due to climate change, are frequently noted. Green infrastructure and environmentally conscious development practices are highlighted as priorities.
- 3.170 Comments from the NHS and others stress the need for health infrastructure to be treated as essential, with proposals for dedicated sections in the Local Plan outlining healthcare contributions.
- 3.171 Comments highlight that education infrastructure must be phased and aligned with development.
- 3.172 **Key matters arising from feedback:**
- **There is huge concern regarding infrastructure (particularly water/sewage/public transport/schools/healthcare) lagging behind development and there are calls for infrastructure to be in place first/Grampian Conditions applied, particularly in Tier 3 settlements.**
 - **Comments insist that developers must be held accountable for delivering promised infrastructure.**
 - **There are calls for stronger enforcement of infrastructure, with clear expectations for delivery and tighter policy wording to avoid developer evasion.**
 - **There are suggestions for policy wording changes to 5.88, 5.92, 5.93 and 5.100 – see comments**
 - **Guidance could be provided to secure take up of Oxfordshire County Council's Digital Infrastructure Programme to enable start up and SME development across West Oxfordshire, not just in towns and larger villages.**
- 3.173 **Core Policy 7 – Water Environment**
- 3.174 There is strong support for the intent of CP7, especially around sustainable water management, however there are urgent calls for more detailed, enforceable, and realistic policies and frustration with current infrastructure and scepticism about future capacity.

- 3.175 Comments suggest a widespread concern about building homes in flood-prone areas, especially Tier 3 villages, with an emphasis on the cumulative impact of small developments on flood risk. There are calls for a standalone flood risk policy to avoid dilution of its importance.
- 3.176 There is a recognition of the role of Catchment Partnerships in managing water environments and calls for WODC to work more closely with Oxfordshire County Council, Thames Water, and neighbouring authorities.
- 3.177 There is strong support for robust flood mitigation, including future-proofed Sustainable Drainage Systems (SuDS), monitoring and maintenance of drainage infrastructure, avoiding development on or near floodplains and the use of nature-based solutions.
- 3.178 Many comments suggest that Thames Water's capacity is questioned with many believing that it cannot support new developments, with numerous reports of sewage overflows, poor maintenance, and illegal discharges.
- 3.179 There is strong support for the "polluter pays" principle and suggestions to use Grampian conditions to prevent development until infrastructure is improved.
- 3.180 One comment suggests that CP7 lacks recognition of rivers as ecological assets and its recommendations include buffer zones of at least 10m, restrictions on artificial lighting near rivers, de-culverting and restoration of natural river features and avoiding hard engineering solutions.
- 3.181 There are mixed reactions to CP7's proposal of 90 litres/person/day water usage target. Some support it due to water stress in the Thames region, while others argue it exceeds national standards (110 l/p/d) and lacks viability evidence. There is a suggestion to align with Building Regulations Part G and future national standards.
- 3.182 One comment highlights concerns about the burden of documentation required for even small developments, with a recommendation that requirements should be scaled to development size, some reports should be deferred to later planning stages and that outline applications should not require full assessments.
- 3.183 **Key matters arising from feedback:**
- **Many comments relate to Thames Water's capacity to support new developments, with concerns about sewage overflow and illegal discharges.**
 - **Grampian conditions are supported in principle, but comments suggest stricter enforcement.**
 - **There are comments that suggest that the proposed water usage target per person/per day exceeds national standards and lacks viability evidence.**
 - **There are calls for a standalone flood risk policy.**
 - **Other recommendations are made by individual commenters – see comments.**

3.184 **Core Policy 8 – High Quality and Sustainable Design**

- 3.185 Strong support is shown for design that reflects local character, especially in villages and conservation areas.
- 3.186 There is criticism of uniform, mass-produced housing that lacks architectural distinction and calls for greater use of local materials (e.g. stone, limited red brick) and integration with landscape with an emphasis on contextual sensitivity—designs should complement surroundings, not dominate them.
- 3.187 Comments suggest mixed views in relation to the use of Design Review Panels. Some support panels to improve design quality and enforce standards while others worry about delays and lack of clarity on how and when panels would be used. A suggestion is made to use panels selectively for large or sensitive developments.
- 3.188 There is a strong desire for local consultation and community input into design and layout, with support for Neighbourhood Plans and Village Design Guides as material considerations and proposals for community forums to influence large developments.
- 3.189 There is support for alignment with the West Oxfordshire Design Guide, National Design Guide and Oxfordshire Street Design Guide with suggestions to include future adaptability indicators (e.g. spatial flexibility, lifecycle carbon), innovation Plans for major developments and modular housing as part of site allocations.
- 3.190 Concerns are raised about the potential for policy duplications or challenges in achieving high-quality and affordable housing simultaneously. This includes mentions of overlapping national policy and scepticism about achieving dual goals of affordability and quality in development practices.
- 3.191 The importance of preserving views, especially in the Cotswolds National Landscape and Blenheim World Heritage Site is highlighted.
- 3.192 Requests are made to clarify the distinction between amenity views and heritage significance with a recommendation to use terms like “conserve and enhance” rather than “protect and preserve” and there are suggestions to strengthen policy language from “should” to “must”.
- 3.193 Comments indicate broad support for renewable energy, SuDS, EV infrastructure, and low-carbon construction. However, there are concerns about heat pump viability and solar farms on agricultural land.
- 3.194 **Key matters arising from feedback:**
- **A change of language from “should” to “must” to ensure enforceability regarding for example solar panels, EV chargers, and sustainable drainage systems (SuDS)**

- **There are requests to clarify what constitutes ‘important views’: Multiple comments ask for clearer definitions and distinctions between amenity views and heritage significance.**
- **There are repeated concerns about large-scale developments lacking architectural variety and sensitivity to landscape, with requests to avoid uniform housing estates**

3.195 Core Policy 9 – Healthy Place Shaping

3.196 Comments indicate a desire for more targeted, inclusive, and flexible approaches to healthy place shaping. There are concerns about practicality, proportionality, and clarity.

3.197 A clarification of the definition of ‘major development’ has been requested.

3.198 Comments suggest mixed views on requiring a Health Impact Assessment (HIA) for all major developments, with some supporting them as essential for embedding health in planning, while others argue they duplicate work already done in the Local Plan. It is suggested that HIAs are only required for strategic or unallocated sites.

3.199 One comment expresses concerns about the volume of reports required for even small developments, such as HIAs, and suggests raising thresholds and deferring some reports to later planning stages.

3.200 There are concerns about post-development reviews which are seen as unclear and hard to implement.

3.201 Comments highlight that failure to meet affordable housing needs has severe health impacts, especially for children and young people and that building in remote locations can worsen access to jobs, education, and social networks, affecting wellbeing.

3.202 Local residents raised concerns about housing developments in rural areas, particularly Tier 3 villages, and their disruptive nature. These concerns included the blighting of rural landscapes, disruption to the daily lives of existing residents, and potential compromises to mental and physical well-being. Stress from urbanisation was highlighted as a significant challenge.

3.203 Comments suggest a lack of focus on young people’s needs and there are calls for youth centres, multi-Use Games Areas (MUGAs) and recreational spaces. It is recommended that community centres should be required in larger developments.

3.204 There is strong support for walking, cycling, and public transport as health-promoting with initiatives like Oxford Bus Group’s “chatty bus” praised for tackling loneliness.

3.205 There is support for walking maps, play areas, and communal food growing and an emphasis on the need for accessible green spaces for mental and physical health. There are calls for biophilic design and nature-based solutions.

3.206 It is suggested that art and culture projects should be integrated early in planning with a need for intergenerational planning to support both older and younger residents and support for social prescribing and community development funding.

3.207 Key matters arising from feedback:

- **More focus on young people's needs is needed such as MUGAs, youth centres and recreational areas**
- **Many comments suggest that HIAs should not be required for all major developments with suggestions that they are restricted to strategic-scale or unallocated sites, provide clear thresholds (e.g. 50+ dwellings or 1,000 sqm commercial space), use standard templates (e.g. HUDU guidance) to ensure consistency and remove or clarify the post-development review requirement**

3.208 Core Policy 10 – Sustainable Transport

3.209 While there is broad support for sustainable transport goals, many comments demonstrate a belief that CPI0 is idealistic and urban-centric, ignoring rural realities.

3.210 It is suggested that CPI0 needs to recognise differences between urban and rural areas (as per NPPF), be flexible in application and avoid one-size-fits-all requirements.

3.211 Several commenters highlight the importance of tailoring sustainable transport policies to the specific characteristics of each locality, recognizing that urban and rural areas require different approaches. Suggestions include referencing Neighbourhood Plans, phased infrastructure improvements, and addressing site-specific needs within transportation planning.

3.212 Comments also suggest criticism of outdated or incomplete transport data, a lack of deliverable infrastructure plans and an over-reliance on aspirational schemes (e.g. rail corridor).

3.213 Phased infrastructure improvements with realistic funding and timelines is called for.

3.214 Comments suggest that there is a strong consensus that private cars remain essential in rural West Oxfordshire due to poor public transport coverage, long distances to services and inadequate cycling infrastructure.

3.215 It is noted that bus services are often infrequent, unreliable, or non-existent in villages and there are concerns about lack of investment and delays in infrastructure delivery (e.g. A40 corridor, Witney rail link). Comments also highlight that roads are unsafe for cyclists and that cycling is impractical for older or less fit residents.

- 3.216 Recommendations for public transport service improvements include cross-county bus integration (e.g. with Gloucestershire), Demand-responsive transport (DRT) like “The Robin” and better rail connectivity, especially to Oxford and London along with giving free bus travel to under-25s
- 3.217 Suggestions for improved active travel include safe cycle routes between villages, bridleway maintenance and walking maps and public realm improvements.
- 3.218 Comments show support for reducing car use due to air pollution, road safety concerns and mental and physical health benefits of active travel.
- 3.219 There are suggestions for Environmental Impact Assessments where traffic increases significantly.
- 3.220 Comments note that urban design alone cannot reduce car use without viable alternatives with the suggestion that development should be located near transport hubs.
- 3.221 Compact, mixed-use communities are supported but must be context-sensitive.
- 3.222 **Key matters arising from feedback:**
- **It is suggested that more consideration is given to the differences between rural and urban areas, with rural areas often having poor public transport services and unsafe, inadequate walking and cycling infrastructure making car use essential. It is requested that policies should not penalise car users without viable alternatives**
 - **There are requests to use Oxfordshire County Council’s “Decide and Provide” transport assessment guidance, Oxfordshire Parking Standards, Oxfordshire Street Design Guide and the National Design Code and Healthy Streets Approach**
- 3.223 **Core Policy II – Historic Environment**
- 3.224 There is broad support for the aims of CPI I. There is an emphasis on heritage as central to identity, character, and sense of place in West Oxfordshire
- 3.225 There is strong support for protecting designated heritage assets (e.g. listed buildings, conservation areas, World Heritage Sites).
- 3.226 However, there is concern that non-designated heritage assets (e.g. historic landscapes, vernacular buildings) are not given enough protection and many call for Heritage Impact Assessments (HIAs) to be required for developments affecting non-designated assets.
- 3.227 Comments indicate criticism of phrases like “impact on heritage assets” and “significant weight to value” of non-designated assets, with suggested rewording to align with National Planning Policy Framework (NPPF). Comments suggest a preference for terms like “harm to significance” and “balanced judgement”.

- 3.228 There are also concerns that CPI I duplicates national policy and may be redundant without stronger local mechanisms.
- 3.229 Comments indicate additional concerns about the lack of enforcement of existing protections with calls for clear mechanisms, evidential requirements, and planning conditions to ensure compliance. There is a desire for real action, not just statements of intent.
- 3.230 Many parish councils (e.g. Minster Lovell, Shipton, Charlbury) support CPI I but request specific protections for local heritage features, recognition of unique village characteristics and integration of local design statements and neighbourhood plans.
- 3.231 There is support for updating and adopting Conservation Area Appraisals, especially in Tier 2 and Tier 3 villages. There are also requests for consistent application of appraisals to guide development, due to a frustration over lack of enforcement and maintenance in existing conservation areas.
- 3.232 There are calls to protect historic landscapes, including ridge and furrow fields, ancient woodlands and meadows and historic settlement patterns (e.g. Chartist plots in Minster Lovell). Suggestions are made to use landscape character assessments and Cotswolds CNL guidelines to inform planning.
- 3.233 There is support for preserving and investigating archaeological sites, with a highlighted example being the Romano-British site in Chipping Norton with potential national significance. Comments emphasise early consultation with Oxfordshire County Archaeological Service (OCAS).
- 3.234 Comments make a recommendation to clarify that the outstanding universal value (OUV) of Blenheim Palace is synonymous with significance under the Levelling Up and Regeneration Act. There is concern over developments (e.g. Botley West Solar Farm) impacting the setting of Blenheim WHS.
- 3.235 **Key matters arising from feedback:**
- **There is concern that non-designated heritage assets (e.g. historic landscapes, vernacular buildings) are not given enough protection and many call for Heritage Impact Assessments (HIAs) to be required for developments affecting non-designated assets**
 - **There are many suggestions to reword phrases like “impact on heritage assets” to “harm to significance” to better reflect national policy, to avoid vague or misleading terms such as “historic character” when “significance” already encompasses this and to ensure consistency with NPPF paragraphs 214, 216, and 207**
 - **There are strong objections to giving “significant weight” to non-designated assets, as this contradicts national policy which calls for a balanced judgement.**

- It is suggested to replace “value” with “significance” to align with established terminology and to include clearer criteria for identifying and assessing non-designated assets.
- In the recognition of Outstanding Universal Value (OUV) of World Heritage Sites, comments suggest that it should be clarified that OUV and significance are synonymous, especially for Blenheim Palace and the policy should avoid wording that implies they are separate concepts.
- It should be ensured that archaeological sites are clearly included in the definition of heritage assets.

3.236 Core Policy 12 – Natural Environment

- 3.237 Comments indicate broad support for the policy’s intent to protect and enhance biodiversity. It is understood that the UK is one of the most biodiversity-depleted countries and that urgent action is needed.
- 3.238 Suggestions for improvement include integrating wildlife-friendly features in developments (e.g. swift bricks, hedgehog highways, wildflower areas) and a strong emphasis on protecting irreplaceable habitats like Pinsley Wood, an ancient woodland with high ecological and cultural value, with protection for SACs, SSSIs, ancient hedgerows, and veteran trees.
- 3.239 Some comments propose giving parts of nature (e.g. rivers) non-human entity status for legal protection.
- 3.240 However, there is some criticism that the policy lacks clarity, enforceability, and flexibility. It is recommended that it should also apply to minor developments, should explicitly reference Biodiversity Net Gain (BNG) and irreplaceable habitats and should include landscape character considerations.
- 3.241 There is also some concern over the feasibility of delivering 20% BNG, which exceeds national requirements.
- 3.242 Comments also suggest that the policy needs stronger wording (e.g. “will not harm” vs. “prevent harm”) and there are concerns about a lack of enforcement and post-development monitoring with suggestions for structured maintenance plans and regular inspections.
- 3.243 Improved collaboration with local councils, NGOs, and landowners is also suggested.
- 3.244 There are calls for more areas to be designated as Local Green Spaces, especially in Witney (e.g. The Leys, Ducklington Lake) with the Local Plan being seen as a “once-in-a-generation” opportunity to protect these spaces.
- 3.245 Comments suggest strong support for aligning the Local Plan with the Oxfordshire Local Nature Recovery Strategy (LNRS).

- 3.246 Some comments suggest that the volume of required reports (such as an Ecological Impact Assessment and Mitigation and an Ecological Post-development Management and Monitoring Plan) is excessive for small developments and calls for simplification and flexibility, especially at the outline planning stage.
- 3.247 Concerns about development encroaching on wildlife corridors and habitats for protected species (e.g. bats, badgers, roe deer).
- 3.248 **Key matters arising from feedback:**
- **Multiple comments suggest concern that the required 20% BNG exceeds national requirements and is not compliant with the NPPF**
 - **Ensure that development aligns with Oxfordshire's Local Nature Recovery Strategy**
 - **Many calls for the protection of Pinsley Wood**

Place-Based Policies

3.249 Policy PL1 – Cotswold National Landscape

- 3.250 Comments appreciate that WODC acknowledges the importance of preserving the scenic beauty, tranquility, and biodiversity of the CNL, with the National Planning Policy Framework (NPPF) giving the highest protection status to National Landscapes, which is reflected in the Local Plan.
- 3.251 There is strong support for requiring Heritage Impact Assessments for locally significant assets.
- 3.252 Comments recommend some changes to the policy. These are that the policy should reference NPPF paragraph 190 (not 183) regarding major development, there are calls for clearer definitions (e.g., “active contribution”) and more streamlined wording and suggestions to proactively reduce existing harms (e.g., light pollution, traffic) to the landscape.
- 3.253 Additionally, the policy must not hinder mineral extraction near the CNL, especially limestone quarrying, which is supported by the CNL Management Plan. There is a recommendation to align wording with national policy by stating “give great weight to conserving and enhancing” rather than “must conserve and enhance.”
- 3.254 Comments highlight confusion regarding naming conventions, such as the shift from 'Area of Outstanding Natural Beauty' to 'National Landscape,' which some argue undermines the descriptive value of the designation. Clarifications are requested for terminology such as 'active contribution' and inconsistencies in referencing within policies.

- 3.255 Comments place an emphasis on the need to protect views both within and from outside the CNL and it is recommended that development should be sensitive to existing landscape patterns and include mitigation like planting and landscaping.
- 3.256 Many comments strongly believe that medium-scale developments (up to 300 units) in Tier 3 villages like Combe and Fulbrook are inappropriate and contradict the aims of PL1. There are suggestions to reclassify villages within the CNL to a lower tier to limit development.
- 3.257 There is also concern that government proposals allowing developers to pay environmental fees could undermine protections.
- 3.258 There are, however, suggestions that affordable housing is urgently needed in areas like Charlbury and Ascott under Wychwood, and that this need may justify development within the CNL. Public interest, supporting local services and local housing shortages are cited as reasons to allow proportionate growth.
- 3.259 Comments note that rural residents often rely on cars due to limited public transport, which conflicts with climate and sustainability goals. Development in areas without adequate transport infrastructure is therefore seen as problematic.
- 3.260 **Key matters arising from feedback:**
- **To strengthen the protection of the CNL - Policy changes suggested by the CNL Board – see comments**
 - **To reclassify villages in the CNL, such as Fulbrook and Combe, from Tier 3 to Tier 4 to avoid development pressures**
- 3.261 **Policy PL2 – Oxford Green Belt**
- 3.262 There is strong public sentiment that the Green Belt should be “sacred” and not gradually eroded. Comments suggest that it is seen as essential for maintaining the identity and separation of towns and villages and that development should focus on brownfield sites, not Green Belt land.
- 3.263 There are some comments expressing concern about vague terms like “previously developed land” and “land not contributing to the Green Belt,” which could be exploited by developers. It is suggested that there is an emphasis on the need for clear definitions, especially around the emerging concept of ‘Grey Belt’, to avoid misinterpretation.
- 3.264 Comments suggest support for a collaborative review of the Green Belt, as the previous review was in 2015. Comments advocate for stakeholder consultation and council-led definitions.
- 3.265 While comments recognise Oxford’s housing pressures, there is strong belief that West Oxfordshire’s landscapes are equally as valuable. Recommendations include Oxford sharing its underused green spaces, like college sports fields, before West Oxfordshire sacrifices its Green Belt.

- 3.266 There is opposition to placing large solar farms on Green Belt land, with preference for affordable housing schemes where homes can invest in solar panels individually and there is a call for a policy guiding the location of solar and wind farms, ideally along transport corridors.
- 3.267 Comments highlight that Policy PL2, which promotes growth in Tier 3 villages, is seen as contradictory to Green Belt protection.
- 3.268 There are concerns that medium-scale developments on arable land around villages lack evidence and conflict with local values.
- 3.269 **Key matters arising from feedback:**
- **Development should focus on brownfield sites and clearly define ‘grey belt’ and ‘previously developed land’ to avoid legal loopholes**
 - **Comments suggest that the Green Belt is important for separating areas to ensure the protection of villages from merging and maintain their distinct identities.**
- 3.270 **Policy PL3 – Conservation and Management of the Windrush Valley**
- 3.271 There are calls for robust planning conditions linking development to infrastructure upgrades, with scepticism about relying on stakeholder collaboration (e.g. Thames Water) without enforceable policy mechanisms. Comments stress the urgent need to address poor water quality, especially from sewage discharges.
- 3.272 Comments suggest rewording the policy language for clarity and enforceability, especially around long-term ecological management, the application of the mitigation hierarchy and the explicit requirements for nature recovery, habitat restoration, and ecological connectivity.
- 3.273 The CNL Board supports Policy PL3 but recommends that explicit reference to the CNL Landscape Character Assessment is made, protection of Landscape Character Type 16 – Broad Floodplain Valley and the inclusion of the Evenlode Valley under the same policy framework.
- 3.274 Comments emphasise the importance of recognising and enforcing designations such as the Cotswolds National Landscape (CNL) in planning decisions. A concern was raised over development proposals ignoring these designations and the need for them to have appropriate weight in decision-making.
- 3.275 Developers support the policy but make a request for clear mapping of the Windrush Valley, evidence-based criteria for conservation and green infrastructure and an acknowledgement of Mineral Safeguarding Areas and alignment with county-level mineral planning.

- 3.276 There is strong support for creating a separate policy for the Evenlode Valley, which shares similar ecological and landscape characteristics with the Windrush Valley with an emphasis on its environmental fragility and the importance of catchment-wide flood mitigation and biodiversity strategies.
- 3.277 Comments suggest recognition of sand and gravel quarrying in the Lower Windrush Valley as a key land use and that restoration of these sites presents opportunities for wetland creation, species recovery, and landscape-scale conservation. There are requests to include Gill Mill Quarry and other restored areas in the policy, with support for tourism and recreation alongside conservation.
- 3.278 Stanton Harcourt and Sutton residents object to proposed developments that threaten their Conservation Area status. There are concerns regarding visual impact and loss of historic views, the scale of development being disproportionate and the loss of biodiversity due to habitat destruction.
- 3.279 **Key matters arising from feedback:**
- **A number of specific suggestions made by the CNL Board – see comments**
 - **It is suggested that the Evenlode Valley should have a Place Based Policy, either as a part of this policy or its own policy**
- 3.280 **Policy PL4 – Wychwood Forest**
- 3.281 Comments suggest strong support for Policy PL4 and the policy is praised for its focus on landscape and biodiversity conservation.
- 3.282 There is enthusiasm for creating a green network linking woodland blocks like Pinsley Wood, Vincents Wood, Burleigh Wood, and Bladon Heath.
- 3.283 Comments make a request for clearer wording to ensure the policy applies to development within or adjacent to the Wychwood Forest with a need for maps and detailed boundaries to guide planning decisions.
- 3.284 All of the Wychwood Forest lies within the CNL, specifically Landscape Character Area 9E – Wychwood Forest. Recommendations are made to explicitly reference CNL designations in the policy, align with the CNL Landscape Strategy & Guidelines and require development to conserve and enhance key features of Landscape Character Type 9 – High Wold Dip Slope are made.
- 3.285 Comments note that Shipton-under-Wychwood and the surrounding villages are historically tied to the Royal Hunting Forest. Suggestions to preserve and make accessible historic sites like the Royal Hunting Lodge at Langley Farm are made.
- 3.286 There are concerns about the proposed settlement hierarchy leading to unsustainable development in villages like Ascott-under-Wychwood.

- 3.287 There are calls for ecological corridors to connect remnant woodlands and extend across the district and an emphasis on protecting watercourses (not just wetlands) as vital biodiversity and cultural resources.
- 3.288 Comments suggest recognition of Wychwood Forest Trusts' key role in site management, education, and outreach and support for nature-related education and community engagement.
- 3.289 There is strong opposition to development on greenfield sites near the forest, which serve as wildlife corridors and habitats.
- 3.290 **Key matters arising from feedback:**
- **Include the Windrush and Evenlode rivers in the policy wording as key biodiversity and landscape features and add "watercourses" to the first paragraph of Policy PL4 to reflect their ecological significance**
 - **Acknowledge the role of the Evenlode Catchment Partnership in nature-related education and outreach**
 - **Recommendations from the CNL Board are made – see comments**
 - **Maps showing boundaries, nature reserves, and protected areas are suggested**
- 3.291 **Policy PL5 – Carterton – Witney – Oxford Rail Corridor (CWORC)**
- 3.292 Comments suggest mixed views on the merits of this policy.
- 3.293 Supportive comments suggest there will be environmental and congestion benefits, by reducing car dependency, improving air quality and easing traffic on the A40.
- 3.294 Also that it will help to boost local economies, improve access to jobs and support growth in the Oxford-Cambridge Arc.
- 3.295 Additionally, commenters believe that it will improve access to education, healthcare and employment for residents, especially those with access to a car.
- 3.296 There is also support for safeguarding the corridor now, to enable future deliver and integration with other transport plans.
- 3.297 However, other comments are less supportive of the policy.
- 3.298 Some suggest that the rail link is a costly project, with uncertain deliverability and exaggerated benefits with no clear route, station locations, or costings provided. Some comments call for maps and feasibility studies before prematurely safeguarding land that could hinder other development.
- 3.299 There are also concerns about relying on housing development to fund the railway, potentially leading to overdevelopment without infrastructure.

- 3.300 Some comments also highlight potential harm to wildlife habitats, especially in South Leigh and surrounding green spaces.
- 3.301 It has been recommended that alternative solutions such as improving bus services, park-and-ride schemes, and local employment would be more suitable.
- 3.302 Other recommendations suggest the inclusion of target dates for feasibility and construction, clarifying funding mechanisms and developer contribution rules and ensuring integration with wider transport and housing plans.
- 3.303 **Key matters arising from feedback:**
- **There are requests for greater clarity and evidence in the policy, including providing maps of the safeguarded rail corridor, defining station locations and alignment, including delivery timelines, feasibility studies, and funding mechanisms and ensuring legal and planning soundness under CIL regulations**
 - **Alternative suggestions include investing in frequent, reliable bus services as a more flexible and cost-effective alternative and creating local jobs to reduce commuting needs**
- 3.304 **Policy PL6 – Blenheim Palace World Heritage Site (WHS)**
- 3.305 It is recommended that early consultation with Historic England, WHS Steering Group, and local communities is required.
- 3.306 Historic England suggests some clarification of the term “setting” and emphasise that only elements contributing to the outstanding universal value (OUV) should be considered, avoiding vague or overly broad definitions.
- 3.307 They also suggest avoiding duplication - OUV and significance are synonymous in WHS context and there is a need to avoid repeating both. They also suggest replacing vague terms like “visual setting” and “broader environmental context” and using precise language to align with national planning policy (e.g. NPPF).
- 3.308 Further suggestions include avoiding overly negative or ambiguous phrases like “exceptional circumstances” or “demonstrably necessary” and encouraging enhancements rather than mandating them to avoid legal issues.
- 3.309 Finally, to clarify that WHS obligations are met through UK planning law, not separate international policies.
- 3.310 Commenters are worried about Blenheim Palace's significant control as a major landowner, highlighting that communities need more than heritage to thrive. They call for reducing Blenheim's commercial impact on local communities.
- 3.311 Commenters object to development plans by Blenheim developers in nearby areas, specifically Combe. They argue that developments should be restricted due to the area's

inclusion in protected zones such as the CNL and the Wychwood Project, and its visual connection to Blenheim Palace.

- 3.312 There are specific concerns over large-scale development and its impact on the WHS's setting, including housing and energy infrastructure. Suggested amendments focus on avoiding harm to the WHS's OUV while making practical adjustments to policy language around major development. This includes refining criteria for such development and discouraging overly negative or ambiguous phrasing that may lead to subjective decision-making.
- 3.313 Concerns are raised about cumulative impacts of existing, committed, and prospective development near the WHS. Commenters recommend clearer language to articulate these impacts and suggest improved consistency with Environmental Impact Assessment (EIA) regulations. This would ensure appropriate evaluation while avoiding unnecessary confusion or inflated assessments.
- 3.314 **Key matters arising from feedback:**
- **There are significant comments with policy wording change suggestions from Historic England and other commenters – see individual comments**

Settlement Strategies

- 3.315 There is criticism that the plan lacks a clear, evidence-based spatial strategy, especially in Core Policy 3 (CP3).
- 3.316 Some comments highlight a perceived lack of strategic clarity, with no clear indication of development scale or direction and “transformational” growth opportunities are vague or unsupported.
- 3.317 Additionally, there are comments which suggest that the plan is not consistent with the National Planning Policy Framework (NPPF), lacks justification and effectiveness and needs sequential testing for flood risk and infrastructure capacity.
- 3.318 While some comments support the vision, they would like more detail on site impacts. There are also calls for clearer, outcome-focused strategies and an emphasis on demographic balance and sustainability across all settlements.
- 3.319 Concerns are raised about transport, sewage infrastructure, flood risk, and groundwater protection.
- 3.320 In regard to transport infrastructure, comments highlight chronic congestion, especially affecting bus services, with a need for robust transport modelling and mitigation strategies.

There is support for a new A-road link between Carterton and the A40 and a future rail link.

- 3.321 Comments about environmental constraints suggest groundwater vulnerability across settlements and historic contamination in many areas. These comments highlight the need for risk assessments and remediation plans for development sites.
- 3.322 Comments regarding sewage and water infrastructure highlight concerns about Thames Water's delays and financial instability and note that sewage treatment capacity is a limiting factor for development, especially in areas like Bampton, Carterton, and Church Hanborough.
- 3.323 Concerns about flood risk make recommendations that Strategic Flood Risk Assessment (SFRA) should be required, with development being directed to Flood Zone 1. SuDS (Sustainable Drainage Systems) must also be carefully planned.
- 3.324 Suggestions also include creating subsets of settlement tiers based on infrastructure availability and development constraints. Areas like Charlbury, Long Hanborough, and Eynsham could be grouped as having good transport infrastructure, whereas historic locations like Burford and Woodstock should be prioritized for conservation and limited development.

3.325 Settlement-Specific Highlights

3.326 Witney:

- Mix of aquifers; shallow groundwater.
- Focus on reusing brownfield land.
- Transport congestion is a major issue.
- Need for updated contamination studies.

3.327 Carterton

- Strategic mixed-use development proposed north of Brize Norton.
- Includes housing, employment, schools, health centre, and shopping.
- Potential relocation of Crocodiles of the World.
- Safeguarding land for rail and road links.

3.328 Chipping Norton

- Sensitive groundwater due to aquifers and faults.
- Historic contamination risks.
- Growth constrained by landscape and archaeology.

3.329 Burford

- Historic bridge and traffic issues.

- Groundwater protection critical.
- Limited development potential due to heritage constraints.

3.330 **Bampton, Charlbury, Eynsham, Long Hanborough**

- Varying geological and hydrological conditions.
- Groundwater and contamination concerns.
- SuDS and flood mitigation needed.

3.331 **A Policy for Witney**

- 3.332 Supportive comments agree that Witney should be identified as West Oxfordshire's principal town for strategic growth, with the town offering strong infrastructure, employment and services.
- 3.333 Comments also suggest support for development on the fringes of Witney, especially to the west and southwest, where transport links and employment hubs are seen to be strong.
- 3.334 Comments regarding transport infrastructure highlight severe congestion on the A40 and within Witney, especially around Bridge Street.
- 3.335 Comments suggest that there is a lack of commitment to rail connectivity, with concerns about feasibility and timelines (it is not expected until the late 2030s). A recommendation is made to strengthen rail commitments and provide a clear delivery timeline and to integrate rail into new developments.
- 3.336 Comments also suggest that the West End Link Road (WEL2) is ineffective and should be removed.
- 3.337 An absence of a Witney Area Transport Strategy and no reference to the County Council's A40 strategy is also noted.
- 3.338 Regarding sustainable transport, comments suggest that active travel improvements (such as walking/cycling) are underrepresented.
- 3.339 It is also suggested that Demand-Responsive Transport (DRT) is seen as ineffective and not within the plan's remit.
- 3.340 Recommendations to include specific transport policies supporting rail, bus priority, and active travel are made.
- 3.341 Comments show support for affordable housing, but there are concerns about vague terminology like "genuinely affordable". A need for diverse site sizes to support early housing delivery is also called for.

- 3.342 Several developers and other commenters support new housing allocations, including sites at Burford Road, Barnard Gate, Curbridge Downs Farm and West of Downs Road. However, there is a call to improve transparency and public engagement in site allocation decisions.
- 3.343 Comments also suggest that infrastructure delivery must be proportionate and justified.
- 3.344 One comment expresses concerns about the slow decline of the High Street in Witney and warns that unless action is taken, the town risks losing its central heart and becoming like other towns without a strong centre.
- 3.345 Comments also highlight the lack of nightlife options in Witney, suggesting that young people are traveling to Oxford for entertainment because of limited local options. It questions the validity of statements about the town's nightlife, as there seems to be little recent evidence of it.
- 3.346 The Cotswold National Landscape Board raise concerns about light pollution, increased traffic through the CNL and the impact on dark skies and views.
- 3.347 Recommendations to address environmental impacts explicitly in the strategy are made.
- 3.348 There is a call to retain key services (e.g., healthcare) in the town centre to support accessibility. A risk of losing the town centre's role in sustainable movement due to repurposing for leisure/events is suggested.
- 3.349 **Key matters arising from feedback:**
- **There are frequent suggestions regarding the need for stronger, more specific, and deliverable transport solutions for Witney, especially regarding rail, bus, and active travel infrastructure, including calls for more explicit policies on bus priority, zero-emission buses, and improved walking/cycling infrastructure and a clearer rail strategy**
 - **Comments highlight the need to reference the County Council's A40 strategy and the Witney Area Transport Strategy**
 - **There are recommendations to explicitly address impacts on the Cotswolds National Landscape, including dark skies, views, and traffic through sensitive areas**
- 3.350 **Witney Town Centre**
- 3.351 There is support for regeneration of Witney Town Centre but comments suggest concerns about lack of detail on delivery mechanisms for public realm improvements and how housing development can support these improvements.
- 3.352 Some minor editorial issues are noted, for example repeated bullet numbers and typos in paragraph 7.2.29).

- 3.353 Comments suggest that the plan is seen as overly reliant on rail, which Oxfordshire County Council believes is unrealistic within the plan period. If rail is delivered in the long term, it is thought that it could disrupt existing travel patterns, especially bus routes, and increase congestion without a strong supporting transport strategy.
- 3.354 Comments also suggest that there is a limited focus on internal movement within Witney, with more emphasis needed on local transport solutions and reducing reliance on external routes like the A40.
- 3.355 Adding “high quality walking/wheeling environments” to improve accessibility is recommended, as is including Welch Way in the list of key town centre areas.
- 3.356 Archaeology Considerations have been noted, for East Witney SDA where archaeological remains have been found and mitigation required before development, and for North Witney SDA where partial evaluation has been done, with further trenching and mitigation needed before development approval.
- 3.357 **Key matters arising from feedback:**
- **There is repeated feedback that the current plan is too focused on rail and solutions outside Witney (like the A40), rather than on improving movement and accessibility within the town itself**
 - **Multiple comments suggest the need for a greater focus on local walking, cycling, and bus infrastructure to support growth and daily access to facilities. Suggestions include adding “high quality walking/wheeling environments” to the town centre accessibility list and providing more detail on how public realm improvements will be delivered.**
- 3.358 **A Strategy for Carterton**
- 3.359 There are mixed views related to Carterton's development and housing strategy.
- 3.360 Some comments focus on maximising opportunities within the town centre and REEMA sites while avoiding greenfield expansions to protect the landscape and ecology. There is strong emphasis on ensuring housing affordability, high-quality construction, and the alignment of housing strategies with infrastructure improvements.
- 3.361 Comments note that the environmental impacts on nearby villages and protected landscapes must be addressed.
- 3.362 There is widespread concern about the inadequate infrastructure, particularly around transportation and accessibility. Comments discuss issues such as the long commuting times between Carterton and Oxford via the A40, challenges posed by the proposed railway corridor, limited accessibility to the Country Park, and the need for better cycling and walking paths.

- 3.363 A focus on walking, wheeling, and cycling infrastructure is recommended.
- 3.364 Enhancements to public transport, including new bus services and faster connections, are suggested as critical for sustainable growth. It is suggested that the bus services in Carterton have declined significantly, leading to excessive travel times for short distances.
- 3.365 Commenters also raise concerns about preserving Carterton's green infrastructure, wildlife habitats, and landscape settings. Several comments highlight the importance of protecting areas such as the Shill Brook Valley and Alvescot Downs, avoiding development with ecological designations, and exploring connections between natural spaces to create a greenbelt or protected zone around Carterton.
- 3.366 A rail link to Oxford is central to the vision of Carterton, however comments widely question the feasibility and cost and see it as unrealistic within the plan period. Alternative proposals that are made include rapid transit, EV shuttle services, and enhanced bus routes.
- 3.367 A recommendation for a relief road for Brize Norton village, to reduce traffic and improve environmental quality, is made.
- 3.368 The Cotswold National Landscape calls for protection of views, dark skies, and ecological assets near the Cotswolds National Landscape.
- 3.369 There is a recognition of deprivation in northern wards and need for targeted regeneration, with a proposal for a Carterton Community Hub to address food insecurity, isolation, and advice services.
- 3.370 Public engagement and clarity on site allocations are needed in the next consultation phase.
- 3.371 **Key matters arising from feedback:**
- **Prioritisation of realistic, deliverable transport improvements - especially focusing on sustainable and active travel (walking, cycling, and bus transport) over an over-reliance on a new rail link, which many respondents consider unrealistic within the plan period.**
 - **It is suggested that “Walking, wheeling, cycling, public transport, supporting homeworking and car sharing should be discussed first and less weight placed on the railway link so that it does not distract from more realistic and deliverable measures.**
 - **Suggestions include using the term “rapid transit” instead of “rail” to keep options open and to focus on solutions that can be delivered in the short to medium term**
 - **There is support for Carterton as a focus for growth, but with strong recommendations that new development must be well-integrated, protect the identity of surrounding villages, and be supported by necessary infrastructure and community facilities.**

3.372 Carterton Town Centre

3.373 A comment welcomes the adoption of a proper strategic plan for the town centre which they consider to be long overdue.

3.374 The policy outlines a priority for redevelopment of older, low-density MOD housing to boost housing supply in Carterton. A comment suggests that the Local Plan must ensure that any housing delivery for such sites is a realistic part of the planned supply, if they are to rely upon it.

3.375 One comment recommends referring to walking, wheeling and cycling rather than active travel, cyclists, pedestrians and walkers, suggesting more inclusive language.

3.376 Key matters arising from feedback:

- The following amendments to the policy are recommended:
 - a. d)i. Needs to be amended to remove 'local' in front of mobility hub, as this is a specific type of mobility hub, and it not what is being provided as part of the mobility hub trail in Carterton.
 - d)i. when talking about travel modes they should be listed in accordance with the Transport User Hierarchy:
 - d)iii. consider adding reference to OCC's Parking Standard

3.377 A Strategy for Chipping Norton

3.378 A suggestion for Policy CN1 is that it should allow for flexible, sustainable growth, not just "modest" extensions.

3.379 The CNL Board supports the vision but urges stronger commitments to conserve and enhance natural beauty, noting that the town lies entirely within or adjacent to the CNL, limiting expansion. It is recommended that development must avoid sensitive landscapes, minimise light pollution and respect dark skies and key views and that environmental assessments should guide all development within or near the CNL.

3.380 Comments note that bus services have improved in Chipping Norton, however it lacks a rail station and that shuttle services to Kingham have failed. Therefore, there are calls for better bus infrastructure in the town centre and integration with rail services.

3.381 It is also suggested that the town centre faces parking and accessibility challenges. There is support for enhancing active travel routes and improving bus stops and terminals.

3.382 Comments highlight that HGV traffic remains a concern and that rerouting proposals are controversial due to safety and heritage impacts.

- 3.383 Healthcare and education are noted as being under pressure, with comments suggesting that the GP Health Centre needs expansion and that a new primary school may be required.
- 3.384 Comment also suggest that water and sewage infrastructure is strained and that stronger policy wording is needed to ensure delivery.
- 3.385 The lack of local opportunities for youth in terms of education, vocational training, and employment is a major concern. Comments suggest allocating business and employment land and tailoring policies to retain skills and employment locally. This is seen as crucial for sustainable growth and community development.
- 3.386 The need for improved sports, leisure, and community facilities is highlighted. Specific proposals include a football pitch, sports pavilion, and social/community centre. There is criticism of insufficient allocation of land for these purposes in master planning documents and current housing developments.
- 3.387 In regard to tourism, comments suggest that the town centre requires upgrading, with comments emphasising improved pedestrian environments, tourism promotion, and reducing traffic. Suggestions include creating shaded seating, spaces for cafes, and a staffed Tourist Information Point.
- 3.388 There are some concerns regarding over-reliance on large developments and the need for diverse, smaller sites along with concerns about overdevelopment and loss of character. It is suggested that the War Memorial Hospital is underused and could be repurposed.
- 3.389 There is a proposal for Land West of Burford Road, a 31.7 ha site promoted for up to 270 homes.
- 3.390 Multiple comments emphasise the need for increased provision of affordable housing with robust policies to ensure long-term affordability. Additionally, there is a call for more sustainable development practices, including environmental requirements like EV chargers, solar panels, and water conservation features in new housing projects. Ensuring sustainability in retrofits and future developments is seen as critical.
- 3.391 **Key matters arising from feedback:**
- **The most frequent suggestion is to improve and expand public transport - especially bus services – with more frequent and direct routes to nearby towns and rail stations**
 - **To ensure that any new development is supported by strong, sustainable transport links and infrastructure and to enhance walking and cycling routes**

3.392 Chipping Norton Town Centre

3.393 Concerns raised about Chipping Norton Town Centre include safety issues, such as poor air quality, noise, and pedestrian safety, especially in the Horsefair area. Here it is highlighted that the 20-mph speed limit is often ignored and there is a lack of safe crossing points, particularly at New Street and West Street near the Town Hall.

3.394 Recommendations that have been suggested are to adopt a “pedestrian-first” approach to town centre design, improve crossing points on the A44 and enhance public spaces to support walking, cycling, and accessible transport and to implement traffic calming and human-focused design measures.

3.395 It is noted that a bypass road was discussed many years ago and it is suggested that it again be considered.

3.396 It is noted that there is no mention of a parking strategy, which is seen as a gap in the CN2 policy.

3.397 There are some specific recommendations for changes or clarifications to the policy.

3.398 It is suggested to clarify road references as West Street is the A361, not the A44.

3.399 It is also suggested that footfall data (14% decline from January to August 2024) needs clearer sourcing and context and it is recommended that New Street is added to the list of streets needing improvement.

3.400 It has been suggested that the town centre could be enhanced in the following ways:

- Paving improvements
- Clearer signage
- More litter bins
- Better flower beds and green spaces
- Visitor information
- Strategically placed pedestrian crossings
- Improved junction markings and signage
- Better enforcement of speed limits
- Seating and social spaces

3.401 There is support for Chipping Norton Theatre as a cultural anchor for the town and comments encourage collaboration with Theatres Trust for future development.

3.402 A Policy for Bampton

3.403 Comments suggest concerns regarding an ‘infrastructure overload’ in Bampton, including the sewage system being under capacity, causing frequent spills, primary school and GP services are overstretched, poor public transport with high car dependency and issues with traffic and parking.

- 3.404 There are suggestions for improved evening/Sunday services and active travel infrastructure.
- 3.405 There is opposition to large-scale development due to infrastructure strain and heritage concerns, with comments suggesting that only small windfall sites (up to 20 homes) be allowed, with a focus on affordable housing and tenure mix for younger and ageing populations.
- 3.406 Residents express concern over recent growth (~320 homes added outside of the plan-led system). There are fears that further development will “ruin” the village’s character and overwhelm services.
- 3.407 A Neighbourhood Plan partnership would be welcomed to guide future growth.
- 3.408 It is noted that the southern and western fringes fall within Flood Zone 3 and comments highlight that development must avoid high-risk areas and include SuDS (Sustainable Drainage Systems).
- 3.409 Heritage protection is commented on, noting strong conservation constraints and that development must be heritage-led, contextually appropriate, and minimally intrusive.
- 3.410 Developers support medium-scale development (e.g. 200 homes) and claim proposals meet policy criteria of being flood-safe, heritage-sensitive, infrastructure-supportive and emphasise economic, social, and environmental benefits.
- 3.411 **Key matters arising from feedback:**
- **It is frequently suggested that any new development in Bampton must be proportionate to the village’s size and character, and must not overburden existing infrastructure and services, which should be in place before development**
 - **There are repeated calls for new development to respect the historic character, conservation area, and flood risk constraints**
 - **Poor public transport and high car dependency is noted**
- 3.412 **A Policy for Burford**
- 3.413 Some comments suggest that the categorisation is too broad for Tier 2 settlements. It recommends that towns that have good public transport (e.g. a train station and/or public buses and coaches) need to be grouped above other towns like Burford that have limited public transport.
- 3.414 Many comments suggest that Burford’s infrastructure cannot support further large developments. An example includes the Cotswold Gate development, which has already increased housing by 11%, with no corresponding infrastructure improvements.

- 3.415 There are concerns regarding schools and medical facilities, with the suggestion that they are full capacity, with residents being unable to register at the local GP or enrol their children in the local schools, with new development straining these services even further.
- 3.416 Additionally, there are concerns with transport infrastructure. It is suggested that congestion is a major issue, especially on Sheep Street, Tanners Lane, Priory Lane, and the High Street and traffic safety risks are highlighted due to narrow roads, lack of pavements, and increased vehicle movements. Concerns also mention that the River Windrush crossing is dangerous.
- 3.417 Comments note that public transport has improved, however coach and HGV traffic remains problematic and parking is seen as insufficient and poorly managed, with concerns about the impact of a proposed coach/car park.
- 3.418 Some comments acknowledge the importance of improving sustainable transport options, such as walking and cycling links, low-carbon transport solutions, public transport infrastructure, and better wayfinding for visitors. The draft policy BURI suggests enhancements to address these issues, with commenters
- 3.419 recognising the challenges and costs associated with implementing these strategies.
- 3.420 Comments highlight that Burford lies within the CNL and there are concerns about light pollution, loss of dark skies, and impact on biodiversity.
- 3.421 The CNL Board recommends more explicit commitments to conserving the natural beauty of the area.
- 3.422 Many comments argue the proposal contradicts WODC's own policies on sensitive greenfield expansion, sustainability, and heritage protection and the town's historic and architectural legacy is seen as incompatible with large-scale development.
- 3.423 The comments reflect widespread strong opposition to the proposed large-scale development in Burford, particularly on Sheep Street. Residents, local authorities, and conservation bodies emphasise the need for small-scale, sensitive development that aligns with Burford's historic character, environmental constraints, and limited infrastructure capacity.
- 3.424 There is some support for some small-scale development south of the A40, outside of the CNL, if well-integrated, which respects the town's historic character and CNL status. Other comments recommend re-purposing existing buildings and brownfield sites rather than expanding into greenfield areas.
- 3.425 **Key matters arising from feedback:**
- **To limit new development in Burford to small-scale, sensitive projects that respect the town's historic character, tourism, existing infrastructure, and**

the constraints of the Cotswolds National Landscape, limiting development to 10 homes per site, preferably using brownfield land or through infilling

- **Calls for pressure on infrastructure, including roads, GP services, schools and parking to be improved before any more development is allowed to take place**

3.426 Burford Town Centre

3.427 There are concerns about infrastructure in Burford Town Centre.

3.428 Comments note that schools, healthcare and sewage infrastructure are all at maximum capacity and that there are no dentist facilities.

3.429 In regard to transport infrastructure, it is highlighted that congestion is severe, especially on Sheep Street, Tanners Lane, Priory Lane, Witney Street, and the A361.

3.430 It is suggested that coach and HGV traffic pose safety risks, especially near schools and that illegal coach parking is common, with a lack of enforcement due to no traffic warden. Pedestrian safety is also major concern, especially along the A40 and near schools.

3.431 Comments suggest that public transport is poor and there are calls for a rail link or improved bus services.

3.432 Green infrastructure and low-carbon transport (EV charging, community buses) are supported but underfunded.

3.433 Comments suggest that Burford's historic character and CNL status are threatened by overdevelopment. It is noted that the town's heritage sites (e.g., the Priory, Tolsey Building) need preservation and funding with the Town Council criticising WODC and OCC for a lack of funding for key projects and strategic collaboration.

3.434 There are calls for more festivals and cultural events, requiring funding and staff. Some comments suggest that Burford is a short-stay tourist destination but that longer stays need to be encouraged. Comments suggest that indoor leisure facilities are also needed.

3.435 A new community hub is proposed at the recreation ground to replace the unsafe pavilion and there are calls for better wayfinding within the town.

3.436 Key matters arising from feedback:

- **To address traffic congestion, parking, and transport connectivity in Burford—especially through strategic, enforceable solutions that protect residents, improve safety, and support the town's infrastructure before allowing further development**
- **Calls for better collaboration between the Town Council, District, and County Councils to address these issues.**

3.437 **A strategy for Charlbury**

- 3.438 Comments from Charlbury Town Council (CTC) demonstrate support for the draft vision for 2041 and the strategy CHAI, which align with the Charlbury Neighbourhood Plan (CNP). It also welcomes WODC's commitment to work with CTC and the community, but feels the strategy understates Charlbury's importance and challenges.
- 3.439 Charlbury lies entirely within the Cotswolds National Landscape and comments note that development must avoid harm to the landscape and dark skies, include visual impact assessments and respect heritage and conservation areas.
- 3.440 Comments note that Charlbury Rail Station is the busiest station in the district, serving Charlbury, Chipping Norton, and nearby villages and requires better support, including, improved parking, bus connections and walking and cycling access. Suggestions also include contributions from developments to rail infrastructure improvements (e.g. redoubling the North Cotswold Line).
- 3.441 While rail connections are praised, comments suggest that bus services have declined due to their popularity.
- 3.442 There is a recommendation for the vision to reflect walking, wheeling, and cycling and to reference Oxfordshire County Council's Movement and Place Plans.
- 3.443 Comments also suggest that Charlbury's national and international profile is rising. While comments acknowledge that tourism boosts the economy, it also highlights that it places a strain on parking, historic streets and local services and recommends that the Local Plan should reflect these pressures.
- 3.444 There is a call for more for affordable housing and protection of mixed communities with a suggestion that there has been a loss of smaller homes due to extensions and conversion to short-term lets. Comments suggest that it should be ensured that development contributes to sustainable, inclusive growth. Scope for modest growth is acknowledged.
- 3.445 Concerns are raised that there has been a significant loss of retail units to residential use and recommend robust policies to protect retail and allocate employment land.
- 3.446 Comments highlight that Charlbury Community Centre and Nine Acres Recreation Ground host a wide range of sports and activities. These facilities are locally managed but serve a regional audience and there is a recommendation for recognition and support.
- 3.447 **Key matters arising from feedback:**
- **A frequent suggestion is to better support and manage Charlbury's transport infrastructure - especially the rail station (including addressing parking**

challenges and improving bus and active travel connections), bus services, and active travel (walking, cycling)

- **Any growth should be modest, sustainable, and sensitive to the Cotswolds National Landscape**
- **Suggestions to address issues like loss of smaller homes to extensions or short-term lets, and to manage the impact of increased tourism and popularity**
- **See specific comments from the CNL Board**
- **Consider adding reference to OCC's Movement and Place Plans.**

3.448 **A strategy for Eynsham**

3.449 Comments stress the importance of improvements to transport infrastructure but there are concerns regarding this.

3.450 Comments note that the A40 improvement scheme is critical but has been pared back due to cost pressures and that the delivery of bus lanes, Park & Ride, and walking/cycling infrastructure is delayed and lacks transparency. There is support for the re-introduction of the Carterton - Oxford railway but comments highlight that funding and routing remain unclear.

3.451 Comments request measures to safeguard and enhance public transportation infrastructure in Eynsham, including protecting current bus stop locations and frequencies, ensuring new developments do not impair existing transport accessibility, and requiring developer contributions for maintaining or improving bus services.

3.452 There is a strong emphasis from comments on retaining GP services and library in the village centre, rather than re-locating them to Salt Cross. There are also calls for the protection of existing retail, ensuring new developments don't undermine village shops and reflecting aspirations for a vibrant village centre.

3.453 Comments support strategic growth in Eynsham, but insist it must be balanced, sustainable, and community-focused with recommendations that infrastructure must precede housing, and the village's character and services must be preserved.

3.454 There is support for the West Eynsham SDA and Salt Cross Garden Village, which together could deliver 950 homes at West Eynsham by 2041 and 2200 homes at Salt Cross. Oxfordshire County Council (OCC) supports both developments and confirms land availability.

3.455 However, comments also suggest concerns regarding overdevelopment. There are fears of ribbon development along the A40 that could merge Eynsham and Witney, threatening the identity of Barnard Gate and South Leigh. It is thought that large-scale development could damage biodiversity, historic communities, and open countryside.

- 3.456 Several comments express concerns about the impact of additional housing developments on existing environmental constraints, particularly floodplains and standing water issues. There is a call to preserve floodplains as an essential mitigation for the effects of climate change and heavy rainfall. Commenters highlight existing issues with water management in areas near proposed developments.
- 3.457 Some comments suggest specific opposition to development west of Abbey Green, citing flooding risks, infrastructure strain and traffic congestion.
- 3.458 Reference to Oxfordshire's Movement and Place Plans and LCWIP is recommended.
- 3.459 **Key matters arising from feedback:**
- **The most frequent suggestion is to protect Eynsham's village centre services and character and ensure that infrastructure and public transport improvements are delivered before or alongside new development**
 - **To avoid large-scale or ribbon development that would threaten the identity and sustainability of the community**
 - **Reference to Oxfordshire's Movement and Place Plans and LCWIP is recommended**
- 3.460 **A Strategy for Long Hanborough**
- 3.461 The draft vision for Long Hanborough in 2041 is broadly supported, emphasising infrastructure-led, sustainable growth, an enhanced transport connectivity, especially around Hanborough Station and improved active travel options (walking, cycling).
- 3.462 Comments suggest mixed reactions, with some supporting the vision and development for its sustainability and transport benefits.
- 3.463 As a Tier 2 Service Centre, Long Hanborough is seen by some comments as capable of supporting growth due to proximity to Oxford and Witney, with strong rail and bus links and access to employment and services
- 3.464 However, there is strong local resistance to large-scale development without clear infrastructure commitments and protections for the village's character and environment, with many residents opposing Tier 2 classification, citing overdevelopment (33–56% population growth since 2011), strained infrastructure (sewage, roads, parking, GP, school), a loss of village identity and valued landscapes and inadequate public transport and rail capacity. Additionally, concerns about the inadequacy of public transport, especially bus services (S7 and connections to surrounding areas like Eynsham), have been raised.
- 3.465 Comments suggest a risk of losing Long Hanborough's identity, rural character, and separation from the urban sprawl of Oxford.

- 3.466 There are calls for a clear definition of “proportionate growth” and infrastructure improvements before further development.
- 3.467 Supportive comments emphasise the significant transport infrastructure advantages of Long Hanborough, highlighting the range of sustainable transport links to Oxford and London, improved bus services, and Hanborough Station's role as a public transport hub. Discussions include the station's prospects for further enhancements, including the development of a ‘Mobility Hub,’ and the potential for better integration with active travel accessibility and new road/link connections to surrounding areas.
- 3.468 There are also calls for the protection of Pinsley Wood, a local wildlife site, and wildlife corridors with recommendations requiring buffer zones, ecological management and Biodiversity Net Gain commitments.
- 3.469 Recommendations made regarding the strategy for Long Hanborough include an amendment of Policy LHI to allow well-integrated edge-of-settlement development where it delivers community benefits.
- 3.470 An additional recommendation is to ensure development aligns with Salt Cross Garden Village goals and supports active travel links.
- 3.471 It is also suggested that concerns about light pollution, traffic, and ecological impact on the Cotswolds National Landscape are addressed.
- 3.472 Proposed development is suggested on land at Hanborough Station for up to 300 new homes, including affordable housing and potentially a new primary school. The site is 22 hectares, adjacent to existing residential areas, free from major environmental constraints (Flood Zone I, not in Green Belt or National Landscape) and near key services and facilities (schools, GP, pharmacy, shops, churches, business park).
- 3.473 **Key matters arising from feedback:**
- **Any further development in Long Hanborough should be strictly “proportionate” to the village’s existing size and character, with clear limits defined, and must not proceed unless essential infrastructure and services (such as sewage, schools, GP, parking, and public transport) are improved first**
 - **Reconsider or justify the Tier 2 classification for Hanborough as the facilities do not match the status**
 - **Clearly define, numerically, what “proportionate” means**
- 3.476 **Salt Cross Garden Village Settlement Strategy**
- 3.477 There is support for the Salt Cross development, especially its potential to deliver integrated infrastructure (transport, utilities, education, healthcare) and community amenities (leisure, retail, nature, employment). The development is seen as an opportunity to plan holistically from the outset, although there are some frustrations regarding the delays in development.

- 3.478 However, there are concerns about access and movement, especially for sustainable transport modes, for example, Stagecoach have raised issues with the original application's bus strategy.
- 3.479 Additionally, a rail link between Carterton, Witney, and Oxford is considered unfeasible by 2041 and it is suggested that alternative transport solutions are needed.
- 3.480 There is strong support for walking, cycling, and bus links to Hanborough Station, avoiding the A4095 bridge.
- 3.481 It is noted that the development is heavily reliant on the A40 "Smart Corridor" scheme, expected by 2030, though delays are possible.
- 3.482 Comments suggest that geophysical surveys have identified archaeological anomalies, mainly in the southern part of the site. Some areas have undergone evaluation and mitigation excavation (e.g., Park & Ride site) however it is suggested that further archaeological work will be needed as development plans progress.
- 3.483 It is noted that outline planning permission is expected by 2026, with the first homes anticipated by 2030, and 1,800 of 2,200 homes delivered by 2041. It is highlighted that the remaining homes would be built after the plan period.
- 3.484 It is also noted by comments that Salt Cross is intended to meet Oxford's housing needs, not just local demand, with the original plan aiming to deliver 2,200 homes by 2031, but this is now unlikely even by 2041. Therefore, urgent calls for WODC to secure deliverable plots elsewhere to meet Oxford's housing requirements.
- 3.485 Some alternative suggestions from comments include building a new Salt Cross community near Tackley Station, which may offer better rail access than Hanborough and an emphasis on a holistic transport strategy that reflects realistic travel patterns and previous infrastructure planning.
- 3.486 One comment notes that Salt Cross is expected to contribute significantly to employment land supply, which should not be overlooked.
- 3.487 **Key matters arising from feedback:**
- **To ensure that new development at Salt Cross Garden Village (and the wider area) is supported by strong, deliverable infrastructure - especially sustainable transport links (walking, cycling, and bus connections), which is planned and delivered alongside housing**
 - **An emphasis on the need for direct, easy access by pedestrians, cyclists, and buses to Hanborough station, avoiding indirect or unsafe routes**
 - **There are calls to secure deliverable plots to meet Oxford City's unmet needs by 2041, and preferably by 2031**

3.488 A strategy for Woodstock

- 3.489 There are comments about housing growth in Woodstock, noting that Woodstock has already absorbed significant growth, with WOLP3I allocating 600 dwellings, which has now increased to 715 due to appeals and expanded permissions. This represents a 48% increase in housing since WOLP3I which could rise to 72% if Cherwell District Council (CDC) approves a further 500 homes at Perdiswell Farm.
- 3.490 Recommendations are therefore made that no new housing allocations be included in the WOLP4I, focussing instead on integrating existing commitments with development limited to small infill and replacement dwellings.
- 3.491 There are suggestions for better resident involvement in planning through settlement-specific policies and calls for realistic, deliverable policies with dedicated officer resources to monitor and implement them.
- 3.492 Comments suggest concerns about Blenheim Estate's control over development pace and priorities, with slow delivery and commercial interests dominating.
- 3.493 It is also noted that Woodstock is adjacent to Blenheim Palace World Heritage Site (WHS). Comments suggest that further development risks adverse impacts on the WHS's Outstanding Universal Value (OUV), with the ICOMOS Technical Review (2024) raising concerns about development near the WHS.
- 3.494 It is suggested that clearer policy wording is needed to protect OUV through impacts on contributing elements of the setting.
- 3.495 A combined policy for Woodstock and Blenheim to manage shared impacts and responsibilities is suggested.
- 3.496 There is support for active travel infrastructure and reference to Oxfordshire County Council's Movement and Place Plans and an emphasis on sustainable transport and avoiding car-dependent development.
- 3.497 There are also concerns regarding infrastructure deficiencies. Comments suggest that the local GP surgery is "unfit for purpose", with no new facilities proposed and that schools are under pressure with no clear plans for expansion.
- 3.498 Additionally, comments note that no new parking spaces have been added despite a 2016 strategy identifying the need for 150 more and that there is poor maintenance of roads, pavements, and street furniture.
- 3.499 There are recommendations to prioritise infrastructure improvements over expansion.

- 3.500 Comments suggest a criticism of current listed building consent processes, seeing them as barriers to sustainability. A proposal for a Conservation Area policy is made, to manage historic buildings and encourage low-carbon retrofitting.
- 3.501 A recommendation to clarify Woodstock's role beyond a "service centre" to reflect its national and international significance was also made.
- 3.502 **Key matters arising from feedback:**
- **To pause any further large-scale housing allocations for Woodstock and instead focus on integrating and supporting the significant number of homes already allocated but not yet built - by prioritizing improvements to local infrastructure and services (especially health, schools, and parking) before considering any additional development**
 - **Suggestions include creating a "Woodstock Area Policy" to coordinate all aspects of growth, infrastructure, and community needs, rather than treating the town as just another "service centre"**
 - **There are calls for a combined policy for Woodstock and Blenheim to better manage the impacts of both housing and leisure/tourism growth**
 - **The need to protect Woodstock's historic character, its setting next to Blenheim Palace World Heritage Site, and the surrounding landscape**
- 3.503 **Rural Area Strategy**
- 3.504 Comments indicate that there is inadequate consultation and community engagement for development proposals, particularly failure to account for local wishes and existing neighbourhood plans. They call for more proactive engagement with local communities and Parish Councils to ensure development proposals align with their needs.
- 3.505 There are many comments expressing concerns about the classification of tiers.
- 3.506 Tier 3 villages are seen as too varied in size and capacity to be grouped together. There are calls to reclassify smaller Tier 3 villages (e.g., Combe, Ascott-under-Wychwood) as Tier 4 due to limited services and infrastructure.
- 3.507 Tier 4 villages (e.g., South Leigh, Brighthampton) are considered unsuitable for strategic development and it is considered by commenters that it should be protected from speculative proposals.
- 3.508 Many comments highlight overarching concerns. These include infrastructure inadequacy, with suggestions that many villages lack the capacity to support large-scale development, especially in terms of sewage, water, roads, schools, and healthcare.
- 3.509 Additionally, comments indicate that numerous sites are on floodplains or areas with high water tables, raising concerns about surface water runoff, sewage overflow, and property damage.

- 3.510 Transport limitations are also highlighted, with rural roads identified as narrow and congested and public transport is minimal or non-existent, increasing car dependency.
- 3.511 There are many comments regarding the loss of rural character with concerns that developments threaten the historic identity, landscape, and community cohesion of villages.
- 3.512 Other concerns relate to environmental degradation, with worries that development risks biodiversity loss, habitat fragmentation, and light pollution, especially in areas within the Cotswolds National Landscape.
- 3.513 Comments regarding specific villages are noted.
- 3.514 In Standlake, Stanton Harcourt, Sutton and Brighthampton there is strong opposition to proposed developments due to sewage system failures, flooding, traffic congestion, loss of agricultural land and environmental and heritage impacts.
- 3.515 Commenters from Ascott-under-Wychwood have strongly expressed opposition to being classified as Tier 3, citing a lack of basic services and regular flooding.
- 3.516 Comments from residents in South Leigh have emphasised its Tier 4 status and lack of infrastructure however, there are fears of urban sprawl from nearby developments.
- 3.517 Concerns about traffic on the A361 and pressure on Burford's services have been highlighted by commenters from Fulbrook.
- 3.518 Comments further call for clarifications of "local need", with many highlighting that it should mean needs of the specific village, not district wide.
- 3.519 Calls are also made to strengthen protection for Conservation Areas, prioritising brownfield sites, focussing development in areas with existing infrastructure and supporting Neighbourhood Plans, with requests for stronger legal recognition and integration into planning decisions.
- 3.520 The Cotswolds National Landscape Board recommends stronger commitments to conserving natural beauty, with calls for landscape impact assessments, dark skies protection, and biodiversity net gain.
- 3.521 Historic villages like Stanton Harcourt and Sutton are seen by comments as inappropriate for large-scale development due to their listed buildings, views, and ecological value.
- 3.522 Overall feedback reflects widespread opposition to large-scale rural development in West Oxfordshire's villages. Residents and councils urge WODC to focus on sustainable, infrastructure-led growth; protect rural character and heritage; avoid speculative development in Tier 3 and Tier 4 settlements and ensure community-led planning and environmental stewardship.

3.523 Key matters arising from feedback:

- **There is overwhelming objection to large-scale or disproportionate development in rural villages (especially Tier 3 and Tier 4 settlements) unless and until essential infrastructure - particularly sewage, drainage, roads, schools, and healthcare - is demonstrably improved and in place first**
- **Strong opposition to medium or large-scale developments (e.g. 100+ homes) in small villages with frequent concerns about loss of rural identity, landscape, biodiversity, and agricultural land**
- **Requests for clearer definitions of “local need” and “proportionate growth”**

Development Management Policies

3.524 The need for the Local Plan to be based on robust, up to date evidence is highlighted, with the suggestion that the plan period is extended to 2043, to accommodate housing needs, including unmet needs from Oxford City Council.

3.525 One commentor suggests that the Development Management Policies should align with National Development Management Policies, once they have been published. It is also noted that there is a need for consistency with national policy to avoid unnecessarily burdening development delivery.

3.526 The importance of ensuring that Development Management Policies are informed by a Viability Assessment, which has yet to be published, is also noted.

3.527 Additional suggestions include introducing a Public Transport Policy to ensure accessibility and to encourage developers to include an Innovation Plan, aligned with Oxfordshire County Council's Innovation Framework.

3.528 Key matters arising from feedback:

- **To extend the plan to 2043 to accommodate housing needs, including unmet needs from Oxford City Council**

3.529 Policy DMI – Key Principles for New Development

3.530 Many comments express support for the principles of Policy DMI which aim to ensure that new developments are contextually appropriate, respectful of local character and settlement identity and are supportive of sustainability, amenity, landscape and open space.

3.531 Some comments, while supporting the provision of open space, highlight the importance of the role of Neighbourhood Plans in defining Local Green Spaces and emphasise that they should be recognised in this policy.

- 3.532 Comments indicate strong support for preserving settlement identity and protecting local landscapes with the suggestion that local landscapes must be protected with development occurring only in truly exceptional cases.
- 3.533 Several comments indicate that changes be made to strengthen the policy language by removing 'as far as is reasonably possible' from the wording.
- 3.534 There is concern noted regarding some of the terminology and policy clarity used in this policy. It is suggested that the term 'settlement' is too vague, and it is recommended that it is replaced with 'towns and villages' as defined in the settlement hierarchy. It is also considered that the word 'must' is too overly prescriptive for a policy document.
- 3.535 Reference to some elements are thought to be too vague, referencing undefined 'appropriate assessments and plans.'
- 3.536 Comments express strong disagreement in regard to the proposal in section 8.1.9 to remove reference to flood risk, conservation and infrastructure. These issues are seen as critical and should remain central to the Local Plan.
- 3.537 Additionally, recommendations are made to strengthen the focus on these areas, rather than diminish their emphasis in the policy.
- 3.538 Concern is expressed about the cumulative impact of development, with concerns regarding for example, noise, congestion and sewage, particularly in section 8.1.10, where a lack of specific focus is noted. Comments suggest that reference to cumulative impact was included in Policy OS2 of the current Local Plan (2031) and should also be reinstated in the new Local Plan.
- 3.539 It is suggested that there be clearer guidance on developments near sewage infrastructure, with the recommendation that Odour Impact Assessments be required.
- 3.540 Thames Water recommends early engagement to assess infrastructure capacity and avoid adverse impacts on residents and highlights its 'pre-planning service'.
- 3.541 There is some concern that the plan lacks strong reference to safety and accessibility for active travel users with a recommendation that there should be an emphasis on active travel, with policies prioritising walking, wheeling and cycling and that developments should integrate with off-site routes and be accessible by sustainable transport.
- 3.542 One comment supports the policy's acknowledgment of cumulative impacts but refers to concern over developers using sequential small applications to avoid obligations like affordable housing.
- 3.543 Concern is raised about the duplication of this policy with policies on landscape, transport and amenity.

3.544 Key matters arising from feedback:

- **Objection to proposals to delete references to flood risk, landscape, and infrastructure from the policy, arguing these are fundamental to the plan's vision and should be emphasised, not removed**
- **Explicitly address the cumulative impact of successive development (e.g., congestion, noise, sewage, loss of green space), as this is a recurring problem in the area.**
- **Policy wording is too vague or “woolly,” and there are urges for more precise, enforceable language, such removing phrases like “where possible” and “as far as is reasonably possible” to make requirements stronger.**
- **Frequent suggestions to ensure that new development is only permitted where infrastructure (especially sewage, drainage, roads, and services) can support it, and that technical assessments (e.g., odour, flood risk) are required near sensitive sites.**

3.545 Policy DM2 – Green Infrastructure

3.546 Several comments support the principles of this policy, recognising it as comprehensive and ambitious.

3.547 It is noted that the Policy is named ‘Green Infrastructure’ but omits ‘Blue Infrastructure’ and there is a suggestion that the policy should be renamed ‘Green and Blue Infrastructure’ to reflect the environmental importance of water-based ecosystems, particularly in flood prone areas.

3.548 Concern is raised in regard to the policy requirement that around 50% of strategic sites should be dedicated to green infrastructure with several comments indicating that this is too rigid and may conflict with National Policy, housing delivery targets, reduce land efficiency and require viability testing and flexibility based on site-specific constraints. Suggestions are made that more flexibility and site-specific assessments are more suitable than rigid targets.

3.549 Some respondents question the requirement for all major development (10+ houses) to provide a Green Infrastructure Strategy, especially at the outline stage, highlighting that this is ‘overly burdensome’ for smaller ‘major sites’, and suggesting that the threshold should be raised for this requirement.

3.550 It is suggested the requirements of this policy should be extended to employment sites and other large-scale developments using floorspace thresholds and not just residential sites.

3.551 Comments suggest that the current wording of this policy is vague and lacking enforceability. It is suggested that clear and accountable language is used to ensure developers meet green infrastructure goals. An example that is given is that strategic developments must allocate a minimum percentage of site area to high quality, multifunctional green infrastructure, with flexibility only in exceptional cases.

- 3.552 A comment noted that terms such as ‘Strategic Development’ and ‘Green Infrastructure Network’ are not clearly defined. A suggestion is made to provide maps or strategies to guide implementation and clarify expectations.
- 3.553 It is suggested that green infrastructure should be designed to maximise biodiversity and support climate adaptation. A recommendation to include planting plans suited to future climate conditions (hotter summers, wetter winters) is made.
- 3.554 **Key matters arising from feedback:**
- **There are suggestions to include ‘Blue Infrastructure’ in the title**
 - **Comments suggest concern in regard to the policy requirement that around 50% of strategic sites should be dedicated to green infrastructure with several comments indicating that this is too rigid and may conflict with National Policy, housing delivery targets, reduce land efficiency and require viability testing and flexibility based on site-specific constraints. Suggestions are made that more flexibility and site-specific assessments are better than rigid targets.**
 - **Other suggestions for the policy are made**
- 3.555 **Policy DM3 – Sport, Recreation and Play**
- 3.556 Multiple comments emphasise the importance of protecting various sports and recreational facilities, including playing fields, playgrounds, pavilions, ancillary facilities, and car parks, from development.
- 3.557 Comments also stress that policies should provide clarity to protect facilities both indoors and outdoors, regardless of ownership. Additionally, there are recommendations to update strategies to assess current and future needs, taking into account new housing developments and changing demographics, while incorporating guidance from Sport England to ensure alignment with national frameworks.
- 3.558 One comment highlights that SOPM 24 underrepresents the importance of Woodstock Swimming Pool and it is not adequately acknowledged in the policy.
- 3.559 Sports England request that pavilions and ancillary facilities be added to paragraph 1 to ensure, for example that pavilions and car parks on playing field sites are also protected.
- 3.560 It is also suggested that large sites, which have been allocated, are exempt from CIL and instead require Section 106, meaning that contributions can be sought from the developer either on or off sites to invest in meeting the open space, sport and recreation needs from the development on site or providing a contribution to an off-site facility linked to the development.
- 3.561 One comment criticises reliance on the Strategic Outcomes Planning Model (SOPM), which is not suitable for assessing current and future needs and recommends referencing the West

Oxfordshire Indoor Built Facilities Strategy and Sport England's ANOG guidance for proper needs assessment.

3.562 Another comment suggests adding a requirement that facilities be designed in line with Sport England or relevant governing body guidance.

3.563 It is noted that the Indoor Built Facilities Strategy (2022) lacks data on future housing growth and the comment urges updates once housing allocations are finalised to ensure accurate planning for sports and recreation needs.

3.564 One comment suggests that the policy should only refer to open spaces which are accessible to the public and not private uses which the public cannot use.

3.565 It is suggested that requirement 3(c) should be expanded to include all ages, genders, and abilities, ensuring inclusivity in recreational and play facilities.

3.566 One respondent suggests when planning new play areas or recreational spaces, proximity to family homes and existing community facilities should be considered. The comment further suggests that, in densely populated areas with a shortage of nearby facilities, priority should be given to addressing the deficit, even if it means bending standard rules for on-site provision.

3.567 **Key matters arising from feedback:**

- **Sport England request that they are contacted regarding support for the development of this policy**
- **Reference up-to-date needs assessments and strategies (such as the West Oxfordshire Indoor Built Facilities Strategy and Sport England's guidance) to ensure planning decisions are based on current and future needs.**
- **Expand protection to include all types of sports and recreation facilities (indoor and outdoor, regardless of ownership, including pavilions, car parks, and ancillary facilities)**
- **Prioritise addressing deficits in provision - especially in highly populated areas - even if this means flexibility in normal rules for on-site provision**

3.568 **Policy DM4 – A Healthy Food Environment**

3.569 One comment indicates that the policy aligns with the Oxfordshire Food Strategy, which aims to improve public health, tackle climate change, support local jobs and food security and promote circular economy principles.

3.570 Comments highlight the importance of promoting sustainable and local food systems through initiatives like supporting peri-urban farms, local food-growing enterprises, and market gardens.

3.571 Several comments emphasise the importance of community participation in food-growing activities, such as allotments, community gardens, and edible planting in public spaces.

- 3.572 There is a call for strengthening allotment provisions in the policy. Full-size allotments are considered essential for meeting growing demand and supporting food resilience, whereas community gardens are seen as a complementary but insufficient substitute for allotment spaces.
- 3.573 There are some concerns about the requirement for allotments in developments of 50+ homes, with comments indicating that this is seen as too rigid and not always feasible. A suggestion is made to tailor requirements based on local need, site constraints and existing provision.
- 3.574 Another comment suggests that in smaller communities, such as Tier 3 and 4 settlements, where large developments may not arise, no benefit will be provided. A suggestion is made that community garden and/or allotments should be considered or a limited release of council owned land.
- 3.575 Private garden food-growing requirements are viewed as unenforceable and outside of planning control.
- 3.576 Likewise, several respondents argue that some aspirations (e.g., food types sold in stores) are not enforceable through planning. A suggestion is made that focus should be on what planning can control, like space provision and infrastructure support.
- 3.577 There is strong support for working with local farms, peri-urban farms, and small food-growing businesses to engage and educate children.
- 3.578 A comment questions the policy's aim for developments to be within a 10-minute walk of healthy food outlets. It suggests that there is a lack of evidence for the 10-minute standard, it overlooks other access modes such as public transport or cycling and there are some commercial viability concerns.
- 3.579 Comments discuss the need for investment in infrastructure, skills, and people to support sustainable food production. Proposals include food waste processing facilities, abattoir waste recycling, and localised food production systems to tackle climate change and boost food security while supporting good jobs and community well-being.
- 3.580 **Key matters arising from feedback:**
- **Make the policy's requirements for allotments, community gardens, and food-growing spaces more flexible, evidence-based, and practical - focusing on local need, site suitability, and what can actually be delivered through planning.**

3.581 **Policy DM5 – Achieving Net-zero Carbon Development**

- 3.582 Many comments support the overall aim and ambition of achieving net-zero carbon development, with the recognition of the importance of embodied carbon and energy performance and the endorsement of thermal comfort and adaptation measures.
- 3.583 Some comments commend the Council's commitment to ambitious targets for climate resilience and low-carbon development. However, some suggest a phased or flexible approach that considers the supply chain, skills development, and design challenges instead of rigid standards.
- 3.584 Several comments express concern that the targets and methodologies outlined in Policy DM5 introduce unnecessary complexity, exceed national policies, and risk making the policy unworkable.
- 3.585 Consistency with National Policy is questioned, as the Written Ministerial Statement (WMS) from Dec 2023 advises against setting local standards beyond national building regulations. It is suggested that there is a risk of fragmentation and increased costs due to varied local standards.
- 3.586 Other comments raise concerns about the viability of smaller, but still major sites, with concerns that requirements may make developments financially unviable. There is question about the practicality of meeting targets, especially at the outline stage.
- 3.587 An additional comment notes that post-occupancy monitoring every five years is seen as impractical and unenforceable.
- 3.588 Unregulated energy is highlighted and it is noted that developers can't control plug-in loads and targets should focus on regulated energy only.
- 3.589 Specific amendments that are suggested for this policy include the alignment with Future Homes Standard and national regulations, a focus on regulated emissions only, removal or revision of energy intensity targets and carbon offsetting provisions, providing transitional arrangements and phased implementation and the clarification of definitions and applicability (e.g., what qualifies as "major development").
- 3.590 One comment suggests integrating solar photovoltaics (PV) into all new housing developments, indicating the importance of renewable energy sources as part of housing construction to align with sustainability goals.
- 3.591 **Key matters arising from feedback:**
- **Do not set local energy/carbon standards that go beyond national Building Regulations or the Future Homes Standard unless there is robust, costed evidence that it is viable and deliverable. There is strong reference to the December 2023 Written Ministerial Statement (WMS), which says local plans should not set higher energy efficiency standards than national policy unless fully justified. Requests for viability testing and evidence to justify any requirements that go beyond national standards**

- Many respondents (especially developers and industry bodies) argue that local requirements for net-zero operational carbon, specific energy use targets, and embodied carbon reduction, risk making development unviable or undeliverable, add complexity, cost, and delays, especially if they differ from national standards, should be “stepped” in line with government targets, not imposed immediately
- Calls for the policy to focus on “regulated” energy only (not unregulated energy use, which is outside developer control).

3.592 Policy DM6 – Renewable and Low Carbon Energy Development

3.593 Comments indicate broad support for the policy’s goals.

3.594 There is support for dual land use (e.g. agrivoltaics, pollinator-friendly planting) and integrating biodiversity outcomes within renewable energy projects, for example solar farms and other facilities can simultaneously serve as havens for wildlife through features like wildflower meadows, species-rich hedgerows, wetlands, and margins. It is noted that policies should aim to minimise negative impacts on biodiversity while maximising positive outcomes.

3.595 There is support for promoting community-based renewable energy solutions. These comments advocate for smaller, locally managed energy projects, such as local Community Power Stations using renewable energy, as opposed to relying solely on the National Grid. Examples include references to Southill Community Energy and CAPZero.

3.596 It is suggested that the Council must ensure that systems are in place to support a shift from fossil fuels to renewable energy. Comments suggest that policies should adopt a flexible approach to renewable energy development, allowing for site-specific factors, cumulative impacts, and demonstrable benefits to be assessed. One comment stresses that rigid or outdated spatial approaches could hinder West Oxfordshire's net zero goals.

3.597 Several comments emphasise the need to update the Council's evidence base for renewable energy planning, especially the 2016 Renewable Energy and Low Carbon Energy Assessment, which is thought to be no longer reflective of current technology and policy and risks constraining delivery of new renewable energy opportunities. Similarly, other comments suggest the evidence base should be updated to reflect changes in technology, environmental dynamics, and policy priorities. UNESCO has also provided updated guidance that could be utilised in this context.

3.598 A comment suggests that a tiered assessment approach is considered to avoid delays.

3.599 Some comments highlight a perceived lack of clarity within the policy wording. A call is made for clarification of what constitutes “more suitable” vs. “less suitable” areas for development and ‘local benefit’ and a need for clearer mapping and criteria to guide developers and landowners.

- 3.600 Comments stress the importance of protecting high-quality agricultural land when developing solar energy projects. One comment advocates for banning solar panels on Grade 1 and 2 'Best and Most Versatile' agricultural land and for clarification of terminology surrounding 'suitable' land.
- 3.601 One comment points out that the current draft of policy wording does not accurately reflect the National Planning Policy Framework (NPPF). Specifically, it incorrectly states that all renewable generation schemes are inappropriate, whereas the NPPF indicates that many, but not all, could be inappropriate.
- 3.602 Another comment encourages the incorporation of global guidance documents, specifically UNESCO's renewable energy guidelines, to ensure that renewable energy planning aligns with conservation of the historic environment and broader cultural policies.
- 3.603 A comment from the Cotswolds National Landscape Board supports small-scale projects and careful scrutiny in sensitive areas.
- 3.604 **Key matters arising from feedback:**
- **Many respondents say the policy relies too heavily on the 2016 Renewable and Low Carbon Energy Assessment, which is now outdated. They suggest the Council should update its evidence base to reflect current technology, policy, and environmental priorities**
 - **There are repeated calls for clearer definitions of "more suitable" and "less suitable" areas for renewable energy, with transparent mapping and justification so developers and communities understand how decisions are made**
 - **There are frequent suggestions to allow more flexibility, enabling site-specific factors (landscape, cumulative impacts, community benefit) to be weighed, rather than relying on blanket designations**
- 3.605 **Policy DM7 – Retrofitting for energy efficiency, carbon reduction and climate resilience**
- 3.606 Comments indicate broad support for the Council's ambition to promote sustainable retrofitting with a positive reception to the idea of whole building assessments and reuse of materials to reduce embodied carbon.
- 3.607 Some concerns are raised in regard to major developments on the basis that the requirement for site-wide retrofit strategies may hinder phased delivery of projects. A suggestion is made to simplify and make the policy more flexible for developers.
- 3.608 Questions are raised about the lack of evidence base, collaboration, and design guidance promised by the Council.
- 3.609 Concerns are also highlighted in regard to retrofitting in listed buildings. Comments suggest that the current draft may discourage retrofitting due to costly and complex requirements.

- 3.610 Comments express concerns that raised regarding the necessity and practicality of requiring extensive 'whole building' surveys and energy reports for retrofitting projects. Doubts are expressed about the ability of authorities to validate energy predictions and enforce compliance effectively. This process is feared to add additional financial and procedural burdens without offering clear benefits.
- 3.611 A call for a shift from a restrictive to a supportive approach for heritage buildings is made with suggestions of using tools like Local Listed Building Consent Orders to simplify processes and clear guidance on acceptable technologies (e.g. air source heat pumps).
- 3.612 Other suggestions include encouraging innovative retrofit solutions that protect heritage significance and including retrofit measures in redevelopment proposals, supporting those that significantly improve energy efficiency.
- 3.613 **Key matters arising from feedback:**
- **Make the policy more flexible, practical, and supportive - especially for complex sites and listed buildings - by simplifying requirements, providing clear guidance, and enabling innovative, sustainable retrofitting.**
- 3.614 **Policy DM8 – Biodiversity Net Gain (BNG) and Nature Recovery**
- 3.615 Many comments support the vision for biodiversity enhancement and alignment with the Oxfordshire Local Nature Recovery Strategy along with the emphasis on green infrastructure, ecological assessments and nature-based solutions.
- 3.616 There is some perceived ambiguity around what constitutes “ecologically meaningful” and how nature recovery contributions are calculated. Clarification of definitions and implementation mechanisms is also called for.
- 3.617 Comments welcome the prioritisation of the mitigation hierarchy and emphasise the importance of tailoring BNG to local habitats and species, including adherence to strategies like the Local Nature Recovery Strategy. Some suggest expanding the scope to include freshwater habitats and providing clearer definitions of biodiversity impacts.
- 3.618 While some comments welcome the 20% BNG target as ambitious and ecologically meaningful, stressing the long-term benefits of BNG in improving the living environment for residents while benefiting mental and physical health and making communities more pleasant places to live, many strongly oppose the increase from the statutory 10%.
- 3.619 Comments against the increase cite a lack of robust evidence to justify the higher target and highlight viability concerns that higher BNG may reduce developable land, increase costs, and hinder housing delivery, particularly for small and medium sites.

- 3.620 Calls to revert to a statutory 10% BNG target have been made, unless strong local justification is provided or to introduce flexibility, allowing a reduction to 10% if 20% affects viability.
- 3.621 Certain comments support using District Licensing schemes for great crested newts but suggest more clarity and flexibility. Others criticise the mandatory nature of such requirements, proposing alternative approaches for assessing impacts based on specific site conditions. It is perceived that an over-reliance on NatureSpace for newt licensing could create bottlenecks.
- 3.622 One comment highlights that smaller, 'major sites' having to produce reports for smaller sites, such as District Licensing for great crested newts, is excessive and unduly burdensome of sites for example, of 10 or more houses, especially if it must do so in its outline application.
- 3.623 A recommendation to ensure viability testing is completed before finalising the policy is made.
- 3.624 **Key matters arising from feedback:**
- **Many comments strongly oppose an increase of BNG from 10% to 20%, citing a lack of robust evidence to justify the higher target and highlighting viability concerns that higher BNG may reduce developable land, increase costs, and hinder housing delivery, particularly for small and medium sites.**
 - **Clarify which developments must contribute to nature recovery projects, and to allow alternative approaches for great crested newt mitigation, not just the District Licensing Scheme.**
- 3.625 **Policy DM9 – Waste and the Circular Economy**
- 3.626 Comments suggest general support for the circular economy principles and waste minimisation goals and the inclusion of Construction and Operational Waste Management Plans. Promotion of community involvement (e.g. repair hubs, shared tools) is also supported.
- 3.627 One comment demonstrates support for repair and re-use facilities, expressing strong support for the policy and highlighting the value of repair and re-use facilities, particularly if they include apprenticeships designed to assist young people who are not currently in employment, education, or training (NEETs).
- 3.628 One comment suggests that URS systems are better suited to high-density housing; less practical for low-density areas like West Oxfordshire with the recommendation to remove or revise the requirement for URS in low-density areas.
- 3.629 More clarity and evidence is called for in relation to design and cost implications, compatibility with existing waste collection services and the need for alternative collection

vehicles. Clarification is also requested on reporting expectations, including duration and format.

- 3.630 An additional concern is regarding the annual reporting requirements for operational waste plans, which are seen as unreasonable and costly.
- 3.631 Other recommendations include renaming “Waste Management Infrastructure” to “Managing Waste on New Developments” to avoid confusion in addition to treating advanced waste systems as optional, not mandatory, unless justified.
- 3.632 Including the County Council’s role as Waste Planning and Disposal Authority in supporting text is also recommended as well as ensuring flexibility in implementation based on feasibility and viability.
- 3.633 **Key matters arising from feedback:**
- **Many responses recommend deleting or softening the requirement for advanced waste collection systems (like underground refuse storage) in strategic developments, which are seen as impractical for low-density housing and may not be used by residents if walking distances are too great. It is suggested that these systems are “encouraged” rather than required, and only where feasible.**
 - **There is strong opposition to the policy’s requirement for annual reviews or reports on waste management after occupation.**
 - **Several comments suggest the policy should clearly state that Oxfordshire County Council is responsible for waste disposal infrastructure, while the District Council handles collection.**

3.634 **An Enhanced Natural, Historic and Built Environment**

3.635 **Policy DM10 – Conserving and Enhancing Landscape**

- 3.636 Many comments including the CNL Board and local trustees, support the policy’s goals, with praise for contextual design, protection of key landscape features (e.g. trees, hedgerows, watercourses), use of native planting and green infrastructure, long-term Landscape Management Plans (LMPs) and encouragement of local distinctiveness and historic landscape conservation.
- 3.637 There are some comments regarding the language of the policy. Suggestions include using clearer, more honest language to avoid “developer doublespeak”. Phrases such as “conserving and enhancing landscape character through new development” are seen as confusing or misleading.
- 3.638 Some concern is raised that the policy only applies to major developments with a recommendation that requirements be extended to smaller developments that could impact landscape character.

- 3.639 One comment highlights that smaller, 'major sites' having to produce reports such as a Landscape Character Assessment and a Landscape Management Plan, is excessive and unduly burdensome, especially if it must do so in its outline application.
- 3.640 In regard to design expectations, comments suggest that development should integrate with local scale, form, and materials; avoid dominating views or skylines; include contextual analysis (e.g. Constraints & Opportunities Plans) and use native planting and retain existing landscape features.
- 3.641 There is some dissatisfaction with developers failing to build homes that conform to local character, leading to oversized, overpriced houses that remain empty.
- 3.642 There is a strong call for robust enforcement of the policy, including developers being held accountable for design failures and required to correct mistakes.
- 3.643 One comment suggests using LVIA for major developments and LVA for smaller ones, depending on location and impact.
- 3.644 An explanation of the distinction between LCA, LVIA, and Landscape and Visual Appraisal (LVA) is called for.
- 3.645 In regard to infrastructure, it has been highlighted that any development increasing traffic must address pedestrian safety, vehicle congestion, and speeding risks.
- 3.646 A request has been made to include specific references to neighbourhood plans (NPs) in policies to ensure alignment with localized needs and strategies.
- 3.647 **Key matters arising from feedback:**
- **Clearer policy wording and clarification of the differences between documents are requested**
 - **There is a strong call for robust enforcement of the policy with developers being held accountable for design and required to correct mistakes**
- 3.648 **Policy DM11 – Trees and Hedgerow**
- 3.649 Supporters of this policy appreciate the focus on tree and hedgerow integration in development design, biodiversity gain, long-term management, and connectivity
- 3.650 One comment raises concerns about the practicality and feasibility of implementing the tree and hedgerow replacement policy. It argues that the mandated replacement ratios (2:1 for trees and 3:1 for hedgerows) may not be viable, especially for small brownfield sites, and could compromise sustainable development. It suggests the policy goes beyond NPPF requirements and calls for more flexibility or deletion of this element. It is suggested that ratios and biodiversity requirements are not well justified or supported by data.

- 3.651 Additionally, it is highlighted that trees gain biodiversity value over time, making immediate replacement equivalence difficult.
- 3.652 Duplication with existing Biodiversity Net Gain (BNG) legislation is noted which is thought may cause confusion or redundancy.
- 3.653 One comment critiques the alignment of Policy DMI I with the NPPF. While the NPPF emphasises the importance of trees in urban environments and calls for their integration into developments, it stresses deliverability and realistic policies. The comment indicates that the current tree and hedgerow replacement requirements are overly stringent and exceed NPPF expectations.
- 3.654 Individual comments have noted some recommendations for this policy. These include introducing flexibility or considering off-site compensatory planting, the use of CAVAT (Capital Asset Value for Amenity Trees) for high-value trees, expanding scope to include all habitats, aligning with the Local Nature Recovery Strategy (LNRS), the inclusion of ancient woodland and veteran tree protections, referencing NPPF para 193c, encouraging native species, climate resilience, and biosecure UK sources and considering green roofs and tree canopy growth projections for long-term planning.
- 3.655 **Key matters arising from feedback:**
- **Several comments suggest that the policy exceeds the requirements of the NPPF**
 - **It is considered that this policy is a duplication with existing BNG legislation which is thought may cause confusion**
- 3.656 **Policy DM12 - Light Pollution and Dark Skies**
- 3.657 Many comments express support for policies that protect dark skies, such as the Cotswolds National Landscape initiative to create a Dark Skies Reserve.
- 3.658 One comment welcomes the text in Policy DM12, with particular enthusiasm for provisions that aim to minimise the impact on biodiversity. This indicates strong support for ensuring environmental protections are central to the policy.
- 3.659 There is a call to support local town and parish level dark sky designations to ensure the policy aligns with localized aspirations, with Parish Councils advocating for stronger protections and clearer implementation.
- 3.660 The comments emphasise the importance of protecting river corridors and watercourses as dark ecological networks. These linear habitats support nocturnal species like bats and are highly vulnerable to light intrusion, which can result in ecological fragmentation and behavioural disruption. The recommendation includes explicit reference to river corridors within policy frameworks and proposes standards for outdoor lighting to preserve nighttime conditions.

- 3.661 Comments highlight that the policy refers to “designated dark sky areas” but lacks clarity on their location or mapping. A suggestion to include a Dark Skies Map and support Dark Skies Reserve initiatives (e.g., Cotswolds National Landscape) is made.
- 3.662 There are some comments which suggest that policy lacks clarity on definitions (e.g., “significant light pollution” and “dark sky areas”) which are considered undefined, and vague language such as 'near' creates difficulties for implementation. Suggestions include using recognized mapping to define protected areas and adding explanatory paragraphs to provide clarity on reducing light pollution and enhancing natural beauty.
- 3.663 One comment suggests that there is duplication and repetition across the sections of the policy and call for it to be simplified.
- 3.664 Another comment calls for the need for proactive measures to reduce existing light pollution, not just prevent new sources.
- 3.665 Sport England objects to the policy, arguing that it does not adequately address the needs for sports lighting, particularly in rural districts, to enable outdoor sport and physical activity during winter months. They emphasise that lighting is essential for safety and accessibility, including for individuals with visual impairments. The comment highlights a potential conflict between the Council's commitment to dark sky preservation and its objectives to support active lifestyles.
- 3.666 **Key matters arising from feedback:**
- **Significant feedback is given from the CNL Board and Sport England – see specific comments**
 - **Specific definitions of wording have been requested**
- 3.667 **Policy DM13 – Air Quality and Pollution**
- 3.668 There is broad support for this policy, with one comment ‘greatly welcoming the text.’
- 3.669 A specific change which was suggested by one comment is to add ‘Zero-emission transport (buses, trains etc.)’ to Policy text – 3b.
- 3.670 An additional suggestion relates to the section where the policy states that “all new development in West Oxfordshire must be designed and located to ensure it does not cause or contribute to poor air quality and is not at risk from existing sources of air pollution”. It is suggested that this wording should be amended to refer to unacceptable or significant adverse impacts on air quality.

3.671 One comment highlights the unduly burdensome effect that the information required has on smaller sites which are classed as 'major' (10+). They indicate that the requirement to complete an Air Quality Impact Assessment, in addition to a Construction Environmental Management Plan, particularly during the outline stage of the application and could hinder development.

3.672 **Key matters arising from feedback:**

- **Policy wording changes are suggested**

3.673 **Policy DM14 – Listed Buildings**

3.674 The policy is broadly supported by the CNL.

3.675 Comments suggest the wording of the policy is inconsistent with the National Planning Policy Framework (NPPF). It states that the NPPF requires consideration of the extent of harm (substantial or less than substantial) and a weighing of harm against benefits.

3.676 The balancing approach is not clearly provided for in part I of Policy DM14, leading to potential internal inconsistency. The recommendation is for the Council to revise the policy to align more closely with national guidance and avoid contradictions.

3.677 **Key matters arising from feedback:**

- **Changes are suggested to ensure that it complies with the NPPF**

3.678 **Policy DM15 – Conservation Areas**

3.679 The CNL broadly supports this policy.

3.680 Comments note that Policy DM15 concerns development affecting the significance of Conservation Areas, including their setting and appearance. The comments believe that Part I of DM15 is inconsistent with the National Planning Policy Framework (NPPF), which requires assessing the extent of harm (substantial or less than substantial) and weighing harm against public benefits. It is perceived that this balancing approach is missing in Part I of DM15, though it appears elsewhere in the policy and the comments recommend that the Council revise DM15 to avoid internal inconsistency and align with national policy.

3.681 It is noted that no Conservation Area appraisal exists for Charlbury, and there is a call for its imminent production. Due to this absence, the Charlbury Town Council (CTC) had to commission its own Parish Character Assessment, which it invites the West Oxfordshire District Council (WODC) to use.

3.682 Key matters arising from feedback:

- **Several respondents highlight that part I of Policy DM15 refers to setting and appearance, but does not explicitly require the “weighing of harm against benefits” as set out in the National Planning Policy Framework (NPPF)**
- **There are suggestions for the need for up-to-date Conservation Area appraisals to support decision-making.**

3.683 DM16 – Archaeology and Scheduled Monuments

3.684 Minerals and Waste - This comment suggests that it should be made clear it applies to District applications only. Mineral workings may affect archaeological remains and therefore “conserve” is too strong and restrictive for this type of development. If it is to apply to all developments then the comment advises that it should be amended to “Development proposals affecting archaeological remains must give great weight to conserving or enhancing...”in accordance with the NPPF.

3.685 With regard to the draft policy wording, one comment suggests that loss or substantial harm to a designated heritage asset, or a non-designated heritage asset of equivalent significance to a scheduled monument should be wholly exceptional. Such assets would need to be preserved in situ as standard and substantial public benefits would need to be clearly set out to justify such a loss. This should be highlighted within this policy rather than preserving in situ where possible.

3.686 The comment additionally suggests that for Mitigation and Publication – b) the programme of archaeological investigation should also be covered by a written scheme of investigation (WSI), and it is this WSI that will need to be submitted to and approved by the LPA and this policy should make this clear to avoid any confusion or delays in the planning system.

3.687 Key matters arising from feedback:

- **Several changes are suggested, including to ensure that it is compliant with the NPPF**

3.688 Policy DM17 – Registered Historic Parks and Gardens

3.689 The CNL supports this policy.

3.690 One comment suggests that it should be made clear it applies to District applications only. Minerals and waste applications may impact registered historic parks and gardens and their setting and therefore “conserve” in bullet I is too strong and restrictive for this type of development and could prevent or hinder the future working of mineral resource. This is not in accordance with the NPPF or Minerals and Waste Local Plan Core Strategy.

3.691 Key matters arising from feedback:

- **Suggested changes are made to ensure that the policy is in accordance with the NPPF and the Minerals and Waste Local Plan Core Strategy**

3.692 DM18 – Conversion, Extension and Alteration of Traditional Buildings

3.693 The CNL supports this policy.

3.694 One comment suggests that the proposed policy wording does not explain what is meant by a ‘traditional’ building and so has the potential to be misapplied.

3.695 A further comment suggests integrating this policy with DM19 by supporting the creation of local lists of non-designated assets, referencing Charlbury Neighbourhood Plan’s approach.

3.696 Key matters arising from feedback:

- **The definition of ‘traditional building’ is requested**
- **A comment suggests integrating this policy with DM19**

3.697 DM19 – Non-Designated Heritage Assets

3.698 The CNL supports this policy.

3.699 Support is given by one comment that there is a policy specifically for non-designated assets.

3.700 Another comment suggests that care should be taken to ensure that non-designated heritage assets are not elevated to the same status as designated heritage assets and it is suggested that the policy wording should be clearer on this point.

3.701 A further response asked if it could it be made clear that where an application being submitted affects non-designated remains, any archaeological investigation must be in line with a Written Scheme of Investigation approved by the OCAS.

3.702 Key matters arising from feedback:

- **As above**

3.703 Policy DM20 – Town Centres

3.704 The CNL broadly support this policy, in particular the aspiration to promote and protect the long-term vitality, viability, and resilience of the CNL towns of Chipping Norton and Burford. It is suggested that this should be done in a way that is compatible with the purpose of conserving and enhancing the natural beauty of the CNL.

3.705 One comment suggests that that Charlbury town centre should now be included as a result of the recent rapid expansion of Charlbury’s tourist role, due to its rapid desirability to visit and stay, increasing pressures on Charlbury. The commenter believes that the increase in

tourism warrants the inclusion of Charlbury within this proposed Town Centres policy to ensure that the town can continue to serve the increased tourism need.

3.706 A further comment highlights the importance of rail accessibility for maintaining town centre vitality. It suggests that challenges identified include parking constraints, car dependency undermining sustainability.

3.707 **Key matters arising from feedback:**

- **To improve town centre vitality by prioritising sustainable transport access - especially rail connectivity - and to ensure that new transport links (like rail stations) are directly integrated with pedestrian and cycle routes to the town centre.**

3.708 **Policy DM 21 – Previously Developed Land and Development Densities**

3.709 Comments support the principles of Policy DM21.

3.710 One supports prioritising brownfield (previously developed) land for new development and encourages efficient land use with sustainable housing density. A suggestion is made to introduce density targets of 70 - 100 dwellings per hectare, which they believe to be achievable with good design.

3.711 Comments suggest that the policy and its supporting text do not mention re-use of brownfield land in rural areas, showing a lack of proactive planning for rural communities. It further suggests that failure to reuse such land may lead to unnecessary allocation of greenfield sites, especially given the 6,500 housing shortfall.

3.712 Proposed improvements to the policy include adding a paragraph after 8.4.13 prioritising brownfield land reuse in rural areas if it benefits the rural economy and infrastructure. Additional proposals for improvement suggest adding a new clause to Policy DM21 supporting rural brownfield reuse if it:

- Avoids significant environmental harm.
- Supports regeneration and sustainable communities.
- Improves rural infrastructure.
- Follows a 'cluster village' approach.

3.713 **Key matters arising from feedback:**

- **Priority of the reuse of brownfield sites in rural areas is suggested**
- **Proposed improvements are suggested**

3.714 **Policy DM22 – Re-use of Residential Buildings**

3.715 The CNL supports this policy.

3.716 **Policy DM23 – Protection and Provision of Community Facilities**

- 3.717 There is broad support for this policy, particularly for protecting community facilities such as pubs, churches, healthcare centres, libraries, and shops, along with the sequential approach to alternative uses.
- 3.718 One comment strongly supports the inclusion of places of worship in the list of protected facilities, with a recommendation to amend supporting text to explicitly mention “churches and buildings for faith and worship.”
- 3.719 Some comments call for clearer clarification of elements of the draft policy, to avoid contentious interpretations.
- 3.720 These include clearer criteria for assessing the economic viability of pubs, clarification of the sequential approach and its impact on statutory duties, for terms like “larger strategic-scale developments” to be defined, to ensure Community Infrastructure Statements are proportionate and evidence-led and the rewording of the requirement for replacement facilities to be operational before closure.
- 3.721 Further clarification is sought by a comment that certain provisions (e.g., bullet 5) do not apply to minerals and waste applications.
- 3.722 Comments stress the need to refine policy DM23 to address issues like economic viability, community-owned enterprises, and unethical practices by owners. Specifically, suggestions include requiring longer trading accounts to avoid misuse and enhancing provisions for community-run enterprises and the Community Right to Bid process.
- 3.723 A further comment calls for flexibility in marketing and viability evidence requirements.
- 3.724 A comment from NHS Property Services (NHSPS) indicates support for community facilities but raises the following concerns:
- 3.725 Policy may delay NHS estate disposal, affecting reinvestment in healthcare.
- 3.726 Requests flexibility for surplus NHS sites to be repurposed without needing community use retention.
- 3.727 Proposes specific policy wording to reflect NHS operational needs.
- 3.728 **Key matters arising from feedback:**
- **Multiple respondents suggest that the policy should allow for different types of evidence (not just marketing) to demonstrate that a facility is no longer viable, necessary, or in active use**
 - **There are repeated calls for more flexibility in the timing and requirements for providing replacement facilities, rather than insisting they must be operational before the existing facility is lost**

- Several comments recommend clearer criteria for the sequential approach to alternative uses, and suggest prioritising reversible or compatible uses to allow for future return to original community use
- Explicitly include places of worship and faith buildings in the list of protected community facilities.

3.729 Policy DM 24 – Active and Healthy Travel

- 3.730 Comments show strong support for promoting walking, cycling, and active travel, with some comments indicating that it also aligns with local Neighbourhood Plans. This includes securing walking and cycling routes and enhancing connections between communities and service centres. It is noted that any requirements to meet this policy should be proportionate and viability tested.
- 3.731 One comment suggests a change of policy wording, with the requirement for all developments to meet criteria (a) - (e) seen as too rigid. The suggested change is “New development proposals should, **where possible**,” to allow flexibility based on site constraints.
- 3.732 The addition of “wheeling” (e.g., for wheelchair users) between walking and cycling in relevant sections is also recommended.
- 3.733 A further comment requests that it is ensured that section 2 applies only to District Applications, not minerals and waste sites.
- 3.734 The integration of active travel with railway stations has been recommended with suggestions for secure cycle parking (minimum 100 spaces per station), safe walking/cycling routes to residential areas, integration with bus services and car clubs and direct connections from developments within 2km of planned rail routes.
- 3.735 A comment notes that the current wording of the policy conflicts with Paragraph 110 of the NPPF, which acknowledges that sustainable transport solutions vary between urban and rural areas. It concludes that the policy must be amended to be considered sound at the Regulation 19 stage.
- 3.736 Additional recommendations that are suggested include reference to LCWIPs, SATN, and Movement and Place Plans, inclusion of alternative bike parking (e.g., for cargo bikes and tricycles) and consideration of School Streets, Park and Stride, and deprivation reduction measures.
- 3.737 Concern is raised regarding active travel in rural areas with safe walking/cycling routes between villages noted as often non-existent or unsafe. It is suggested that external connections may be undeliverable due to third-party land ownership.

3.738 Key matters arising from feedback:

- **Many respondents support the overall aim of promoting active and healthy travel (walking, cycling, etc.), but repeatedly suggest that the policy is too rigid. The most common recommendation is to amend the policy wording so that new developments should meet the criteria for integrating active travel networks “where possible” or “where achievable and appropriate to the context of the site” rather than requiring every development to meet all criteria regardless of site-specific constraints**
- **The policy should recognise that sustainable transport solutions will vary between urban and rural areas (as per national policy)**

3.739 Policy DM25 – Parking Standards (Car and Cycle Parking)

3.740 Comments indicate general support for this policy.

3.741 Comments also indicate several recommendations for this policy.

3.742 The first recommendation relates to Part 6 of the policy which is deemed unnecessary as this is set out in Part S of the Building Regulations. It is also thought un-sound for the plan to require development to be in accordance with policies set out in documents that are not development plan documents.

3.743 These are not prepared in the same way and as such can be changed without the level of scrutiny that is afforded to a local plan policy, and it is inappropriate for development to be required to meet these standards. It is therefore recommended that part 6 of the policy is deleted.

3.744 A link is suggested to be added to OCCs Parking Standards for New Development document in the parking strategies section. The commenter also suggests that it may also be worth discussing the ‘Oxfordshire Street Design Guide’ as a future revision of the Oxfordshire Street Design Guide which will also include a kerbside strategy, touch on loading, servicing etc.

3.745 One comment suggests that the policy requirements at 7) and 8) are unclear and that the wording should be reviewed to provide clarification.

3.746 Another comment suggests that cycle parking for new development should always incorporate e-bike charging facilities.

3.747 A further comment notes that overly restrictive parking standards could impact marketability and delivery of housing.

3.748 Key matters arising from feedback:

- **Multiple comments request that the wording of the policy (especially requirements 7 and 8) should be reviewed and clarified to avoid confusion**

- **There are repeated suggestions to avoid overly restrictive or prescriptive standards, particularly regarding parking requirements, as these could impact the marketability and delivery of housing**
- **Several comments highlight concerns about requiring compliance with standards set out in documents that are not part of the formal development plan, as these can change without proper scrutiny.**

3.749 Policy DM26 – Windfall Housing

- 3.750 Many comments support the proactive approach to windfall housing, especially its role in meeting housing supply targets. The policy’s “brownfield first” principle is widely welcomed.
- 3.751 There is also support for integrating affordable housing into windfall developments, especially in areas with high need.
- 3.752 The CNL supports the requirement for evidence of local housing need in Tier 3 villages and within the CNL. Multiple comments express their concerns over speculative planning applications related to windfall housing on unallocated sites. Some believe the policy opens loopholes for speculative development, particularly in smaller settlements (Tier 3 and Tier 4 villages) like Ascott Under Wychwood and Aston. Others feel that Tier 3 settlements should adopt more restrictive approaches, similar to Tier 4 settlements, to prevent speculative planning issues.
- 3.753 However, other comments indicate that requiring evidence of local housing need in Tier 3 villages and the CNL is too restrictive and that not all Tier 3 villages have Neighbourhood Plans, making it difficult to demonstrate need. A suggested revision is to apply the requirement only to undeveloped land adjoining built-up areas, not to brownfield or infill sites. Calls for more flexibility in policy wording to allow small-scale developments in villages without excessive restrictions are also made and an emphasis on supporting smaller housebuilders.
- 3.754 Comments stress that windfall housing developments, whether on Brown/Grey field sites or for infill, should align with the character of the local area and be sensitive to the unique needs of smaller villages and landscapes.
- 3.755 Some respondents find the policy language vague or contradictory, especially around the treatment of brownfield vs greenfield sites. Requests for clearer definitions and more consistent application of criteria are made. It is felt that placing all sites under the 'windfall' banner leads to concerns about vague, contradictory language that could be exploited.
- 3.756 Concerns are raised that the policy lacks a strategic sequential test for flood risk, making it inconsistent with the NPPF. A Strategic Flood Risk Assessment (SFRA) is therefore recommended to justify the development strategy.

- 3.757 Some object to the phrase “will be supported positively,” fearing it encourages speculative applications. A suggested recommendation is to clarify or remove this wording to ensure all proposals are assessed on merit and suitability.
- 3.758 Parish councils stress the need to consider local infrastructure capacity and public transport links. A suggestion is to prioritise housing for local people and ensure developments are sustainable.
- 3.759 **Key matters arising from feedback:**
- **Many respondents request that the wording of Policy DM26 be clarified, especially regarding when and where windfall housing will be supported, and what evidence is required for local housing need**
 - **Multiple comments object to the phrase that windfall housing “will be supported positively,” arguing that this could encourage speculative applications and make it harder for the council to refuse inappropriate developments.**
 - **There are repeated suggestions to either remove or clarify the requirement for evidence of specific local housing need in Tier 3 villages and the Cotswolds National Landscape, as not all villages have Neighbourhood Plans or clear ways to demonstrate need**
- 3.760 **Policy DM27 – Creating Mixed and Balanced Communities**
- 3.761 Comments indicate broad support for the objective of delivering a mix of housing types, sizes, and tenures to meet local needs and the indicative nature of housing mix requirements is welcomed, allowing flexibility based on site-specific factors.
- 3.762 Some concern is raised regarding standards M4(2) and M4(3), firstly regarding the ambiguity in wording, with a suggestion that it is unclear how developers should respond to the “subject to negotiation” clause.
- 3.763 Comments also suggest some viability concerns, with M4(3) homes requiring more land and cost, potentially reducing overall housing delivery and it is felt that there is no clear justification for the 5% requirement or for applying M4(2) universally, proposing 'up to 5%' instead. Calls for more flexibility are made, especially for developments where M4(2) is not technically feasible (e.g., upper-floor flats without lifts).
- 3.764 It is noted that the Local Housing Needs Assessment (2025) identifies 340 households needing to move to more suitable homes and 4,753 households potentially needing adaptations, but with many who may prefer modifying existing homes. Some comments argue that this does not justify requiring all new homes to meet M4(2) standards.
- 3.765 Commenters also discuss the broader implications of requiring adaptable housing standards for older persons, noting that universal adaptable standards like M4(3) may not fully address specific housing needs for the elderly. They argue that overly institutionalised housing standards could reduce independence for older adults and request careful consideration of the policy's impact on this demographic.

- 3.766 Multiple comments stress the need for robust viability testing of accessibility standards. Reference is made NPPF Paragraph 58 and PPG guidance on ensuring policies are realistic and deliverable.
- 3.767 Comments suggest that developers object to fixed market housing mix as these are not justified by evidence and not responsive to market or site-specific conditions. A suggestion is made to cap large (4-5 bed) homes instead of a prescribed mix.
- 3.768 In Tier 3 communities, where major developments are rare, it is suggested to apply housing mix and accessibility requirements to smaller developments (e.g., 5+ homes).
- 3.769 An emphasis on smaller 1–3-bedroom homes is also suggested to counter home extensions skewing stock toward larger homes and the conversion of small homes to holiday lets, reducing availability.
- 3.770 **Key matters arising from feedback:**
- **Many respondents request that the policy wording - especially around the requirement for all new homes to meet Part M4(2) (accessible and adaptable dwellings) and at least 5% to meet M4(3) (wheelchair adaptable) - should be clearer and less ambiguous. There is confusion about what is required, when, and how much flexibility exists**
 - **There are repeated calls for the policy to allow for exceptions where it is not viable, technically achievable, or appropriate to require all homes to meet these standards. Respondents want the policy to recognise site-specific constraints and viability issues**
 - **Several comments question whether the evidence justifies the proposed requirements, especially the increase from previous standards. They suggest the policy should be based on up-to-date local needs and viability testing.**
- 3.771 **Policy DM28 – Affordable Housing**
- 3.772 Comments indicate broad support for the principle of increasing affordable housing in West Oxfordshire, with many agreeing with the 40% benchmark for affordable housing in market-led schemes.
- 3.773 However, other comments suggest that the 40% requirement may not be viable across all areas, noting that no viability assessment has been published yet, making it difficult to judge whether the policy is justified. Comments suggest a review the 40% target once viability evidence is available or reintroduce a zonal approach (e.g., 50% in high-value areas, 35% in low-value areas like Carterton). They also suggest amending policy language to say proposals that “meet or exceed” the 40% requirement will be positively considered.
- 3.774 One comment suggests increasing affordable housing requirement to 50% in the CNL and a stronger aspiration for 100% affordable housing on rural exception sites.

- 3.775 There are calls for a clearer definition of “affordable housing”, especially distinguishing it from social housing.
- 3.776 Comments indicate a strong recommendation to separately assess viability for older persons housing, suggesting that generic affordable housing targets may not be appropriate for specialist schemes with communal facilities. A suggestion for exemptions or tailored policies for older persons housing is made.
- 3.777 There is some support for flexibility in allowing off-site contributions or financial payments where on-site provision is unfeasible and a request for clearer guidance on what constitutes “unfeasible.”
- 3.778 One comment calls for affordability to be based on income ratios, not just market discounts, citing that ONS data shows house prices are nearly 11x average earnings in West Oxfordshire with over 2,100 households are on the housing register.
- 3.779 Several comments express strong support for rural exception sites as a mechanism for delivering affordable housing in rural areas. They recommend flexible wording and modifications to better align policies with local needs and national frameworks, as well as ensuring rural exception sites serve closely related communities. Concerns are raised about the financial viability of smaller schemes and restrictive requirements (e.g., proximity to primary schools), which could block housing provision in rural communities.
- 3.780 However, comments express concern regarding ambiguity between RES and Community-Led Housing (DM31) with confusion about the difference between the two.
- 3.781 Environmental concerns such as flooding and constraints related to the CNL are raised in the context of allocating homes in certain tiers. Comments also express concerns about anticipated strain on infrastructure, such as increased congestion due to meeting housing needs for neighbouring cities.
- 3.782 A comment emphasises factoring in affordable housing for NHS and care staff and suggests collaboration with Integrated Care Boards (ICBs) and NHS Trusts to identify housing needs near healthcare facilities.
- 3.783 **Key matters arising from feedback:**
- **Viability assessments are called for, with a review of targets when these are available, particularly in areas like the CNL**
 - **Several other recommendations for policy changes are made**
- 3.784 **Policy DM29 – Specialist Housing for Older People**
- 3.785 Comments indicate support for this policy, recognising the importance of meeting older people's housing needs in line with NPPF paragraph 63, acknowledging the role of such housing in enabling downsizing, freeing up homes for younger families and emphasising integration, social inclusion, and affordability.

- 3.786 However, other comments suggest that the policy is not fully justified or supported by viability evidence. They indicate that the 300-dwelling threshold lacks viability testing and that large care facilities may make sites unviable.
- 3.787 Comments highlight that Policy DM27 already requires all new homes to be accessible/adaptable (Part M(4) Cat 2), which may reduce the need for separate specialist housing. A suggestion is made that bungalows or ground-floor apartments are suitable alternatives for older people.
- 3.788 Another comment suggests that the policy overlooks care villages and a recommendation is made to recognise these as a valid model.
- 3.789 Other comments suggest that this policy needs clearer links to the Specialist and Supported Housing Needs Assessment and other policies (DM26, DM27, DM28, DM31, DM34). A clarification of what constitutes “valid reasons” for not including specialist housing is also requested.
- 3.790 One comment calls for an explicit reference to conformity with policies in Neighbourhood Plans.
- 3.791 **Key matters arising from feedback:**
- **There is support for this policy, with recognition of the importance of meeting older people’s needs**
 - **However, viability evidence is requested and other policy changes are suggested**
- 3.792 **Policy DM30 – Custom and Self-build Housing**
- 3.793 Support for this policy highlights its alignment with the National Planning Policy Framework (NPPF), which encourages opportunities for self-build and community-led housing.
- 3.794 However, some comments raise concerns about the policy.
- 3.795 It is suggested that there is no clear evidence in the Local Plan to justify the 5% requirement. Additionally, comments suggest that the Council’s self-build register is not means-tested and lacks detail on genuine intent or ability to build. It is suggested that this may overprovide for self-build housing relative to actual demand and calls are made for the need for the requirement to be tested for viability and feasibility, especially on large sites. A revision or removal of the blanket 5% requirement is recommended.
- 3.796 It is also suggested that it is unclear if self-builders want plots within large volume housebuilder sites and that it would be better suited to dedicated small sites or windfall sites.
- 3.797 Comments also suggest concerns that the requirement could affect delivery of market and affordable housing and may compromise design cohesion and infrastructure planning.

3.798 Comments highlight the challenges of self-build housing, citing that it is difficult to manage self-build plots within large developments due to health and safety risks, construction phasing conflicts and potential delays or incomplete plots. It is suggested that the 12-month marketing period for self-build plots is too long and that a shorter period would reduce delays and allow quicker reallocation if no interest.

3.799 Other suggestions include the use of Council-owned land, allocating specific sites for self-build or supporting market-led supply on windfall sites.

3.800 One commenter highlights the need for the policy to explicitly align with relevant Neighbourhood Plans, suggesting a specific reference to these Neighbourhood Plans to ensure conformity.

3.801 **Key matters arising from feedback:**

- **Policy changes are recommended, particularly in regard to a revision or removal of the blanket 5% requirement.**
- **Comments question whether the requirement will have an impact on market/affordable housing and would be better suited to windfall/smaller sites**

3.802 **Policy DM31 – Community-Led Housing**

3.803 There is support for this policy and the concept of community led housing.

3.804 However, comments call for more clarity on how community-led sites differ from rural exception sites, particularly regarding what makes a site suitable for one scheme but not the other. It suggests that current wording introduces ambiguity and proposes that subsequent versions of the Local Plan address this issue.

3.805 One comment suggests that the policy should explicitly commit to consulting local communities and parish councils and take into account existing Neighbourhood Plans, which reflect resident input.

3.806 Viability challenges have been identified by some comments such as success being dependent on landowners willing to release land at affordable prices. It is suggested that the inclusion of lower-cost homes for sale (e.g., First Homes) may help viability and that affordability must be secured in perpetuity via legal agreements.

3.807 **Key matters arising from feedback:**

- **Policy wording changes are suggested**
- **Clarification is required regarding the difference between community-led sites and rural exception sites**

3.808 **Policy DM32 – Meeting the needs of Travelling Communities**

3.809 Supportive comments for this policy suggest that it recognises the distinct housing needs of travelling communities and encourages integration into planning to ensure access to healthcare, education, and essential services.

3.810 Other comments suggest that there is no evidence provided to support the requirement for strategic sites to include traveller accommodation. It further states that the Gypsy and Traveller Accommodation Assessment (Dec 2024) identifies a need for 28 pitches, with a residual requirement of 19 and critics argue this need should be met through specific site allocations, not blanket requirements on strategic sites.

3.811 It is suggested that DM32's approach may conflict with National Policy by placing responsibility on developers rather than the planning authority.

3.812 Additionally, it is commented on that requiring evidence from developers to justify exclusion is seen as burdensome and potentially ineffective and that strategic sites may not be suitable or desired by travelling communities.

3.813 It is therefore recommended to include specific allocations in the Local Plan.

3.814 A further comment highlights that current wording ("avoid areas at risk of flooding") is vague. Clearer criteria, it is suggested, would be that sites should be outside 1% AEP flood zones, with safe access/escape routes.

3.815 Explicit reference to Neighbourhood Plan is also recommended.

3.816 **Key matters arising from feedback:**

- **It is suggested that DM32's approach may conflict with National Policy by placing responsibility on developers rather than the planning authority**
- **Comments suggest that there is no evidence provided to support the requirement for strategic sites to include traveller accommodation and that strategic sites may not be suitable or desired by travelling communities.**
- **Policy wording changes are suggested**

3.817 **Policy DM33 – Loss, Replacement and Sub-Division of Existing Dwellings**

3.818 There is general support for this policy.

3.819 One comment welcomes support for the sub-division of large homes to create a number of smaller, more affordable dwellings for long-term occupation and indicates that sub-division purely for short-term holiday lets should require a much greater level of scrutiny and justification.

3.820 Another commenter highlights that there must be priority for action on empty homes, rather than building new ones.

3.821 Vibrant, Resilient and Diverse Local Economy

- 3.822 Wootton PC supports the development of the “Green Industry” to create jobs but are concerned that the scale of impact may not meet expectations.
- 3.823 They encourage West Oxfordshire District Council (WODC) to explore history and heritage-based tourism and the hospitality sector growth.
- 3.824 Initiatives that they propose include establishing a Cotswold Hub of Excellence for education, training, and apprenticeships and disciplines like hospitality, artisan skills (e.g., dry stone walling, gilding) and heritage building maintenance.
- 3.825 They also have concerns about the care industry with labour shortages in social care and health services, with challenges including low wages and poor public transport. Wootton PC urges action to address these issues.

3.826 DM34 - Provision and Protection of Land for Employment

- 3.827 There is support for this policy but there are several suggested changes.
- 3.828 One comment asks for clarification on what marketing evidence is needed for loss of employment land, a clear definition of employment use classes (e.g. B2, B8, Class E), recognition that permitted development rights allow changes without planning permission and proportionality: not all proposals should require 12 months of marketing evidence.
- 3.829 The last of these clarification supports the comment which suggests that the policy should align with the NPPF, which supports brownfield redevelopment without requiring marketing evidence.
- 3.830 There is a request for a change to the policy wording, suggesting that there needs to be consistency between sections on new employment development and the expansion/intensification of existing site and that it should be clarified that both apply across all settlement tiers.
- 3.831 Reference is made to Windfall Employment Sites, with concern that the current policy is too restrictive by limiting to only Tier 1–3 settlements. Suggestions to allow sites “within, adjacent or well-related” to built-up areas are made and that greenfield sites near sustainable settlements (e.g. Witney) may be also be appropriate.
- 3.832 Comments also suggest that the policy should allow for more appropriate employment uses and enhancements to existing employment provision.

3.833 Key matters arising from feedback:

- **Clarification regarding marketing evidence is required**
- **Policy wording changes are suggested**

3.834 Policy DM35 – Supporting the Rural Economy

3.835 Comments demonstrate an understanding of the challenges of the rural economy such as agricultural uncertainty, poor infrastructure, changing work patterns and a lack of affordable housing for workers.

3.836 Some comments express that the policy should explicitly support sites outside of the tiered settlements, with development assessed on site attributes, not just its countryside classification.

3.837 Other comments suggest that support be given for new/replacement buildings for employment in Tier 4 settlements there is a specific rural business need and/or development is compatible with the countryside.

3.838 A third suggestion regarding the tiers of settlements suggests applying the same criteria for previously developed land to Tier 1–3 settlements as used in Tier 4.

3.839 Comments call for a clarity in policy wording. It is suggested that the farm diversification clause needs clarification as its current wording may contradict viability aims. Additionally, comments recommend that the rural worker's dwellings clause should include 'reasonably available' to clarify expectations.

3.840 One comment criticises the Local Plan for lacking in effective rural growth policies and calls for a re-balancing between urban and rural planning.

3.841 Another comment recommends the explicit inclusion of reference to Neighbourhood Plans in this policy.

3.842 Key matters arising from feedback:

- **Expand the scope of DM35 to explicitly support employment development outside tiered settlements, not just within or adjacent to them**
- **Align criteria across settlement tiers (e.g., applying Tier 4 flexibility to Tiers 1–3).**
- **Clarify and adjust criteria for rural business needs, especially around the use of previously developed land over greenfield sites and ensuring development is contextual to site attributes, not just its countryside classification.**

3.843 Policy DM36 – Learning, Skills and Training Opportunities

- 3.844 One comment supports the emphasis on apprenticeships, volunteering opportunities and partnerships with social enterprises and suggests that this should also include early years and lifelong learning.
- 3.845 The comment further underscores the need to focus on skill development for building trades. Specifically, skills for delivering low carbon energy generation, energy-efficient homes, and quality retrofit are essential to support proposed policies CPI, DM18, and DM9, as well as local economy growth and environmental innovation.
- 3.846 Another comment highlights that the draft policy requires “Where appropriate and supported by evidence, major developments will be expected to make provision for education infrastructure on-site or through appropriate financial contributions, secured via a Section 106 legal agreement or other appropriate mechanism”. It is suggested that this needs to be clear that any contribution would need to meet the relevant tests out in Regulation 122(2) of the Community Infrastructure Levy.
- 3.847 One comment notes that Policy DM36 stipulates that ‘Major developments (defined as 10 or more dwellings or 1,000 sqm non-residential floorspace) will be encouraged to submit a Community Employment Plan (CEP) with the scope and detail of each CEP should be proportionate to the scale of development. The comment suggests that the amount of information required by this policy is enormous. Requiring such an extensive range of comprehensive studies even at outline stage on relatively small sites is likely to significantly hinder new developments coming forward, just at the time when the Government is seeking to reduce red tape in order to encourage more development to come forward.

3.848 Policy DM37 – Sustainable Tourism

- 3.849 Comments suggest general support for the policy’s aim to promote tourism and acknowledge its key drivers, bringing in over £282.5 million annually and attracting millions of visitors.
- 3.850 There is some suggestion that current focus on Tier 1–3 settlements may not align with tourism needs. It is highlighted that tourism sites often differ from ideal housing locations and there is a recommendation of clearer support for sites within settlements, previously developed land and open countryside proposals (with safeguards).
- 3.851 Some policy wording changes have been suggested. One is a recommendation to change “avoid adverse impacts” to “avoid significant adverse impacts” and the second suggests softening “must conserve and enhance” to “should, where possible, conserve and enhance”.

- 3.852 One comment suggests that Neighbourhood Plans should be explicitly referenced in this policy.
- 3.853 There is some concern regarding short-term holiday lets, suggesting that rising numbers are reducing affordable housing stock, which is affecting local businesses' ability to recruit staff. It is suggested that WODC explore measures to mitigate this issue, possibly via planning controls.
- 3.854 In regard to Camping and Permitted Development Rights, one comment suggests that new Class BC rights for temporary campsites (2023) may harm sensitive environments and recommends that WODC consider Article 4 Directions to restrict these rights in vulnerable areas.
- 3.855 It has been suggested that Witney should be recognised as a visitor destination with an inclusion of provision for coach and motorhome parking to improve accessibility.
- 3.856 **Key matters arising from feedback:**
- **There are concerns about the impact of short-term holiday lets reducing affordable housing stock**
 - **Policy wording changes are suggested**
- 3.857 **DM38 – Supporting digital infrastructure for home and co-working**
- 3.858 One comment suggests that the policy should not place the burden of utility provision on developers and that statutory undertakers (e.g. utility companies) are responsible for providing infrastructure to support development.
- 3.859 Another comment considers that the policy lacks recognition that mobile infrastructure (e.g. towers, monopoles) is essential and may need to be sited in protected areas (e.g. Cotswolds, conservation areas) and that all references to digital infrastructure should be updated to “fixed and mobile infrastructure/connectivity.”
- 3.860 A further comment notes that NPPF paragraph 119 highlights the importance of supporting the expansion of electronic communications networks and prioritising full fibre and next-gen mobile (e.g. 5G). It is suggested that local policy should reflect this by giving great weight to digital connectivity benefits.
- 3.861 Policy wording changes that are suggested regarding ‘Minimising Environmental Impacts’ are needed to show support for siting equipment in these areas whilst recognising that there is a duty upon companies to act responsibly when designing the site.
- 3.862 One comment highlights that the UK lags behind other EU countries in 5G infrastructure and suggests that planning restrictions are cited as a major barrier.
- 3.863 A concern raised by a comment is that policy requirements to minimise visual impact conflict with the need to improve connectivity in rural areas. It highlights that Mobile

infrastructure is often the only viable solution for remote communities and that refusing planning permission for towers risks leaving communities digitally excluded.

3.864 Key matters arising from feedback:

- **Policy wording changes are suggested**



West Oxfordshire Local Plan 2043

Preferred Spatial Options Consultation Paper

October 2025



WEST OXFORDSHIRE
DISTRICT COUNCIL

FOREWORD - Cllr Hugo Ashton, Planning Portfolio Holder

*We're delighted to introduce the next stage in shaping the future of West Oxfordshire together. This is the **fourth stage of consultation** on our new Local Plan, building on the conversations we've had with you since autumn 2022. At every step, your feedback has made a real difference, and this is another important opportunity to have your say.*

This matters because the Local Plan is about much more than planning policy – it's about how our towns and villages will look, feel and function for years to come. It's about where new homes, jobs and community facilities go, and how we protect what's special about West Oxfordshire so future generations can thrive here. So it's vital that the decisions we take now reflect your views.

*National Planning Policy requires us to prepare a plan that delivers 905 homes a year from now until 15 years after it has been approved. As that's likely to be in 2027, this means over 16,000 homes by 2043. We don't have any real choice in this, but we **do** have a choice in what homes are built, and where.*

*This consultation focuses on the "where". We set out our **starting point** (existing permissions plus updated strategic sites from our 2031 Plan), and we put forward **23 new options** selected from the 250+ responses to the 2023 call-for-sites. We have assessed them all for sustainability and deliverability, and chosen this short list on the basis of their fit with our strategic aims to build sustainable communities and concentrate major development around our larger towns and particularly in the Carterton, Witney, Eynsham corridor.*

Our final selection of sites will be made taking account of your comments and the further evidence we need on the impact on our already-overloaded infrastructure. But we know that developers will continue to put forward sites which are not included in our Plans. We have therefore drafted policies to guide which of these speculative applications would be approved, tailored to the size and nature of their host villages. We've listened to concerns about how places have been grouped in the past. Our new approach aims to better reflect the unique character and capacity of each community, and we want your thoughts on the right level of growth for different places.

This is your chance to help shape the Local Plan so it works for you, your family and your community. Whether you live here, work here, or simply enjoy visiting, your perspective matters. We urge you to get involved, read through the options, and tell us what you think.

Together, we can create a Local Plan that not only manages growth but also protects what makes West Oxfordshire such a wonderful place to live, work and visit.

Cllr Andy Graham
Leader of the Council

Cllr Hugo Ashton
Planning Portfolio Holder
West Oxfordshire District Council

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1. Introduction

- 1.1 This document represents the fourth iteration of West Oxfordshire's Regulation 18 'Plan Making' Stage, for the new West Oxfordshire Local Plan.
- 1.2 The purpose of this document is to seek views on the following issues:
- Our proposal to extend the 'end-date' of the new Local Plan to 2043.
 - A revised settlement hierarchy which responds to concerns raised through previous public consultation in June 2025.
 - An updated spatial strategy which provides greater clarity on the scale of development expected to come forward in different locations.
 - Areas of land that have been identified as having potential for development including housing and employment. This includes our proposed approach towards existing Local Plan 2031 allocations that are yet to secure planning permission as well as potential new areas of land that could be allocated through the new Local Plan.
- 1.3 This Preferred Spatial Options consultation document represents a further evolution of the West Oxfordshire Local Plan, following from the Preferred Policy Options which were consulted on between June and August 2025¹.
- 1.4 This document does not represent a Draft Plan and instead marks another important stage in the consultation process, as we work towards a robust and justified Plan for the district as guided by local stakeholders including local communities, infrastructure providers, statutory agencies and all those with land interests in the District.
- 1.5 Feedback received through this consultation will be taken into account along with further evidence as the Local Plan moves towards the formal regulation 19 (Draft Plan) stage in the new year.
- 1.6 This consultation document is supported by a range of evidence including an interim Housing and Economic Land Availability Assessment, Settlement Sustainability Report, Water Cycle Study, Strategic Flood Risk Assessment, and Sustainability Appraisal².

¹ Link to consultation summary report.

² <https://www.westoxon.gov.uk/planning-and-building/planning-policy/local-plan-2041/>

Figure 1 - West Oxfordshire District in the Context of the Surrounding Area



2. Progress to Date

- 2.1 This document represents the fourth iteration of the 'Regulation 18', plan making stage of the process.
- 2.2 The council have consulted stakeholders on three previous occasions of different aspects of the Plan as follows;
- **Your Voice Counts (August 2022)**
Early engagement setting out the need for an updated Local Plan and the matters it intends to cover based on six potential areas of focus including the climate and ecological emergency, health and wellbeing of communities, the natural and built environment, housing needs and economic growth.
 - **Your Place Your Plan (August 2023)**
Consultation on a draft vision and series of objectives for the Local Plan to address issues and challenges facing the district. We also undertook a 'Call for Ideas' so that stakeholders could suggest locations for new development including housing, employment, nature recovery and renewable energy. The development sites suggested through the Call for Ideas are a feature of this consultation and have been assessed as part of the Local Plan evidence base.
 - **Your Plan for the Future (June 2025)**
We consulted on an updated vision and objectives as well as a series of Preferred Policy Options for the Local Plan. These comprised of Core Policies, Place-Based Policies, Settlement Strategies and Development Management Policies.
- 2.3 At each stage, the council have analysed responses and used the feedback to shape the next iteration of the Local Plan. Summary reports are available to record key messages received at each stage of consultation.
- 2.4 At the last round of consultation on the Preferred Policy Options, stakeholders presented clear feedback on fundamental aspects of the Plan which are key to how we identify future locations for new development. These include;
- The Local Plan period
 - The Settlement Hierarchy
 - The Spatial Strategy
 - Definitions of development size
 - Clarity on infrastructure delivery
- 2.5 Further information regarding the feedback we received on these key aspects of the Plan is set out under the relevant sections below.

- 2.6 This is the first time during the Plan making process that preferred development locations have been identified and mapped. We understand that there is likely to be significant interest in this consultation as a result.

3. The Local Plan Period

- 3.1 National policy requires local plans to cover a period of at least 15 years from the date of adoption.
- 3.2 In some instances, where larger scale developments form part of the strategy for the area, policies may be set within a vision that looks further ahead (at least 30 years), to take into account the likely timescale for delivery.
- 3.3 Consultation on the emerging West Oxfordshire Local Plan to date has been on the basis that it would have an end-date of 2041. However, through the most recent preferred policy options consultation in summer 2025, many responses suggested that this should be extended to 2042 or 2043 to ensure a period of at least 15 years from the anticipated date of adoption.
- 3.4 Taking account of the current Local Plan timetable, it is reasonable to suggest it will be adopted sometime during 2027. As such, we are proposing to extend the end-date of the plan to 31st March 2043.
- 3.5 One of the implications of extending the end-date of the Local Plan is that the overall housing requirement will increase by around 1,800 homes. This is further explained at Section 6 of this consultation paper.

**CONSULTATION QUESTION 1 –
DO YOU AGREE THAT WE SHOULD EXTEND THE END-DATE OF THE NEW LOCAL
PLAN TO 2043? Y/N - PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.**

4. The Settlement Hierarchy

- 4.1 As part of the preferred policy options consultation in summer 2025, views were sought on a proposed 'settlement hierarchy' i.e. a grouping of settlements according to their size, role and function.
- 4.2 The settlement hierarchy was set out in draft 'Core Policy 2' which identified 4 different tiers of settlement as follows:
- Tier 1 – Principal Towns
 - Tier 2 – Service Centres
 - Tier 3 – Villages
 - Tier 4 – Small Villages, Hamlets and Open Countryside

- 4.3 The consultation explained that the categorisation of settlements within the hierarchy is important because it has a direct bearing on the overall spatial strategy and the type and scale of development expected to come forward in different locations.
- 4.4 Draft Core Policy 2 attracted a significant level of response with many stakeholders expressing concerns that certain settlements had been incorrectly categorised – particularly between Tiers 3 and 4 but also to an extent between Tiers 2 and 3.
- 4.5 Underpinning these concerns is an understandable fear that having a settlement categorised in a certain way could result in a disproportionate scale of development being focused on relatively unsustainable locations with detrimental impacts on the character of communities.
- 4.6 It was evident from the responses received that not all settlements function in the same way and that the provision of infrastructure varies across settlements and should be reflected in the way they are categorised.
- 4.7 A summary of comments received on the previously proposed Settlement Hierarchy is illustrated in the table below.

Table 1 - Summary of Consultation Responses to Local Plan Settlement Hierarchy (Core Policy 2)

The consultation revealed a strong consensus that while the principle of a settlement hierarchy is broadly supported, its current application is seen as overly simplistic and in need of refinement. Many respondents, particularly from Tier 3 villages, expressed concern that the classification does not accurately reflect the character, infrastructure, or service provision of their communities.

Villages such as Combe, Fulbrook, and Ascott-under-Wychwood were frequently cited as examples where the Tier 3 designation feels inappropriate, given their relatively limited amenities and lack of public transport.

A recurring theme was the fear that the hierarchy could lead to disproportionate development in small villages, with concern that hundreds of new homes could overwhelm local infrastructure and fundamentally alter the rural character of these places. This was especially concerning in areas within the Cotswolds National Landscape, where landscape and heritage considerations are paramount.

Many contributors called for a more nuanced approach, suggesting that Tier 3 be split into sub-categories to distinguish between villages with greater capacity for growth and those where only minimal development would be appropriate. Others advocated for a complete re-assessment of the hierarchy using updated data, particularly around sustainability and connectivity.

Infrastructure limitations were noted as a major concern, with respondents highlighting issues such as overstretched roads, sewage systems, and schools. There was also a strong emphasis on the need to align development with climate goals, noting that poorly connected villages risk increasing car dependency.

Overall, the feedback underscores a desire for a settlement hierarchy that is more responsive to local conditions, better informed by evidence, and more protective of rural communities and landscapes. There is a clear appetite for change to ensure that future development is both sustainable and proportionate.

4.8 The comments received have been carefully considered and the council have undertaken further evidence gathering and analysis to define a further iteration of the settlement hierarchy.

4.9 As a result, it is proposed that an additional tier should be included to distinguish between larger villages within which communities can largely meet their day-to-day needs for goods and services and medium and smaller villages that are relatively less sustainable in terms of communities meeting their day-to-day needs.

4.10 Five tiers are now proposed as follows:

- Tier 1 – Principal Towns
- Tier 2 – Service Centres
- Tier 3 – Large Villages
- Tier 4 – Medium Villages

- Tier 5 – Small Villages, Hamlets and Open Countryside

4.11 The rationale for this revised approach is as follows.

4.12 The Tier 1 – Principal Towns are the District’s three main settlements (Witney, Carterton and Chipping Norton) which have the highest populations and the most readily available services and facilities. They act as key service centres for their surrounding hinterlands and few, if any, concerns were raised about them being identified as Tier 1 Principal Towns in the new Local Plan. As such, no change is proposed to this aspect of the settlement hierarchy.

4.13 The Tier 2 – Service Centres, whilst offering fewer services and facilities than the Principal Towns, nonetheless, serve an important service centre function – albeit more localised, serving a network of surrounding smaller villages and settlements. Public transport options are generally strong, including rail services at Long Hanborough and Charlbury. Burford and Woodstock also have defined Town Centres in the current adopted Local Plan 2031.

4.14 The previous consultation generated some concerns that Bampton and Long Hanborough in particular, have generally fewer facilities and employment opportunities than the other identified service centres and should be re-classified Tier 3 – Villages.

4.15 The Council has carefully considered this issue but remain of the view that both Bampton and Long Hanborough should remain classed as Tier 2 – Service Centres with the Council’s updated Settlement Sustainability Report (SSR) clearly demonstrating that they offer a range of services and facilities that is largely on a par with the other Tier 2 – Service Centres, with Long Hanborough having the additional benefit of a well-served railway station.

4.16 The Tier 3 - Large Villages are those remaining settlements that have a population of over 1,000 residents and that score favourably in the Council’s updated Settlement Sustainability Report (SSR). Whilst the SSR inevitably includes a degree of judgement and subjectivity, it provides a good indication of the relative sustainability of individual settlements and has been well-used and generally accepted through a number of previous planning decisions and appeals.

4.17 The Tier 4 - Medium Villages are those that have a population of less than 1,000 residents and that score relatively less well within the updated SSR. Notably, as a result of the additional analysis which has been undertaken, a number of villages previously classed within Tier 3 of the settlement hierarchy, are now proposed to be included in Tier 4. This is also consistent with much of the feedback received to the previous consultation.

4.18 Tier 5 includes all other villages and settlements not included in Tiers 1 – 4 plus the open countryside. It should be noted that no additional settlements have been placed in this tier as a result of the additional analysis undertaken.

4.19 The outcome of this is reflected in Table 2 below.

Table 2 - Proposed Updated Core Policy 2 - Settlement Hierarchy

Tier 1 – Principal Towns

Witney, Carterton, Chipping Norton

Tier 2 – Service Centres

Bampton, Burford, Charlbury, Eynsham, Long Hanborough, Woodstock, Salt Cross Garden Village (new)

Tier 3 – Large Villages

Aston, Brize Norton, Ducklington, Enstone, Freeland, Hailey, Middle Barton, Milton under Wychwood, Minster Lovell (South of Burford Road), North Leigh, Shipton under Wychwood, Standlake, Stonesfield, Tackley

Tier 4 – Medium Villages

Alvescot, Ascott-under-Wychwood, Bladon, Cassington, Chadlington, Churchill, Clanfield, Combe, Curbridge, Filkins and Broughton Piggs, Finstock, Fulbrook, Great Rollright, Kingham, Langford, Leafield, Over Norton, Stanton Harcourt and Sutton, Wootton

Tier 5 – Small Villages, Hamlets and Open Countryside

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

CONSULTATION QUESTION 2 –

DO YOU AGREE WITH THE CONCEPT OF INTRODUCING AN ADDITIONAL TIER INTO THE LOCAL PLAN SETTLEMENT HIERARCHY TO DISTINGUISH BETWEEN LARGE AND MEDIUM-SIZED VILLAGES? Y/N - PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

CONSULTATION QUESTION 3 –

BASED ON THE PROPOSED FIVE-TIERED APPROACH, DO YOU AGREE THAT THE SETTLEMENTS LISTED IN TABLE 2 ABOVE HAVE BEEN CLASSIFIED IN THE CORRECT TIER? Y/N - PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

5. The Spatial Strategy

5.1 The Spatial Strategy is an essential component of the Local Plan, setting out the expected pattern of growth over the period of the Local Plan. It has a close relationship with the settlement hierarchy discussed in Section 4 above, helping to provide clarity for all parties on where the primary focus of future development is expected to be.

5.2 Through the previous preferred policy options consultation in summer 2025 we sought views on an initial draft Core Policy 3 – Spatial Strategy. In summary, the proposed approach was a combination of previously mooted concepts including a hierarchal approach to growth (i.e. most growth being directed to larger towns and villages) some dispersal of growth to smaller settlements and aligning growth with good public transport availability (both current and potential).

5.3 In summary, the approach set out in the initial draft Core Policy 3 was as follows:

Sustainable development focus – Deliver housing, jobs and community facilities in a way that supports climate action, protects the environment, and sustains local communities.

Settlement hierarchy approach – Direct most growth to the most sustainable locations:

- **Tier 1 (Principal Towns)** – main focus for growth, including strategic sites, regeneration, and Carterton transformation.
- **Tier 2 (Service Centres)** – proportionate growth to support services, with limited expansion in the Cotswolds National Landscape.
- **Tier 3 (Villages)** - Smaller-scale growth to meet local needs, guided by sustainability and service provision.
- **Tier 4 (Small Villages, Hamlets & Countryside)** - Highly restricted development, only small-scale in exceptional circumstances.

Strategic corridors for growth – Focus development along the **A40 Corridor** (Eynsham–Witney–Carterton, including potential new rail link) and the **A44 Corridor** (Chipping Norton and Woodstock).

Sustainable transport and infrastructure – Reduce car dependency, prioritise walking, cycling, and public transport; align growth with schools, transport, and utilities.

Efficient land use and climate resilience – Prioritise brownfield redevelopment, compact/walkable communities, and avoid flood risk areas.

Environmental protection and enhancement – conserve the Cotswolds National Landscape and Oxford Green Belt, embed nature recovery, biodiversity, and ecological networks in development and manage and celebrate natural and historic environments as part of place-making.

5.4 The draft spatial strategy suggested that for residential development, ‘small-scale’ development would be classed as 1-10 units, ‘medium-scale’ development as 11 – 300 units and ‘strategic-scale’ development as 300+ units, to be applied as follows:

- Tier 1 Principal Towns – a combination of small, medium and strategic-scale sites.
- Tier 2 Service Centres – a combination of small and medium-scale sites with additional strategic-scale development (beyond that already committed through existing permissions and allocations) only taking place by exception and where necessary to meet identified needs.
- Tier 3 Villages – a combination of small and medium-scale sites only and more limited in scale than Tier 2 Service Centres, guided by the existing size and relative sustainability of each settlement in terms of available services and facilities.
- Tier 4 Small Villages, Hamlets and Open Countryside – small-scale development only.

5.5 The initial draft spatial strategy attracted a considerable number of responses with the main issues raised illustrated in Table 3 below.

Table 3 - Summary of responses to draft Spatial Strategy (Core Policy 3)

The spatial strategy is broadly supported in principle, particularly its hierarchical approach to distributing growth across West Oxfordshire. However, many respondents feel that the policy lacks clarity and precision, especially in how it defines and applies development scales across different settlement tiers. There is a strong desire for a more transparent, evidence-based framework that ensures development is proportionate, sustainable, and responsive to local context.

The strategy identifies Witney, Carterton, and Chipping Norton as the main hubs for growth. While this is generally accepted, concerns are raised about the capacity of these towns to absorb further development:

- **Witney** is perceived as nearing saturation, with infrastructure constraints such as flooding, traffic congestion, and air quality issues. Some support continued growth, but only if infrastructure is significantly improved.
- **Carterton** is viewed more favourably for transformational growth due to fewer physical constraints and opportunities for regeneration.
- **Chipping Norton** faces limitations due to its sensitive landscape and heritage assets, making large-scale development less viable.

Tier 2 settlements are seen as suitable for proportionate growth, especially those with good transport links like Long Hanborough. There is some appetite for allowing strategic-scale development in these areas, provided infrastructure can support it. However, the strategy needs to better define what “proportionate” means and ensure that growth aligns with local capacity and character.

The proposed Tier 3 category attracts the most criticism. Many respondents feel that the classification of villages is inconsistent and that the proposed scale of development in such locations (potentially up to 300 dwellings based on the stated definition of ‘medium-scale’ residential schemes) is excessive and risks undermining village character.

Key concerns include:

- Lack of infrastructure (schools, roads, utilities) to support growth.

- Insufficient regard for Neighbourhood Plans.
- Calls for clearer thresholds and more nuanced categorisation, with some villages arguing they should be downgraded to Tier 4 due to their limited capacity.

Environmental and Landscape Protection

There is strong support for protecting the Cotswolds National Landscape and the Oxford Green Belt. Respondents are concerned about urban sprawl and the erosion of rural identity. The strategy is urged to place greater emphasis on biodiversity, landscape sensitivity, and climate resilience in its spatial decisions.

Transport and Infrastructure

Transport is a central theme in the feedback. While development near rail stations is supported, many feel the strategy overestimates the role of rail and underestimates the importance of bus services. There is a consistent call for infrastructure to be delivered **before** development, not after, to avoid placing strain on existing services.

Development Scale and Delivery

Smaller sites are generally preferred for their ability to deliver housing more quickly and with less disruption. Strategic sites have faced delays, leading to speculative applications elsewhere. Some respondents support the idea of new settlements, but only if they are well-planned and located along sustainable transport corridors.

Policy Clarity and Evidence Base

A recurring theme is the need for greater clarity and robustness in the policy. Respondents want quantifiable criteria, clearer definitions of development scales, and a stronger evidence base to guide decisions. Without this, there is concern that the strategy could be open to misinterpretation and speculative development.

5.6 More specific comments received in relation to the scale of potential residential development are illustrated in Table 4 below.

Table 4 - Key messages about development scales

Medium-scale development (11 - 300 units) in **Tier 3 villages** is viewed as **too broad** and potentially harmful:

- Could **double the size** of small villages.
- Risks **eroding community character** and identity.
- May **overwhelm local infrastructure**, especially in areas with high car ownership and limited services.

Many comments support **small and medium-sized sites** in villages:

- Seen as more **deliverable** and **responsive** to local needs.
- Aligns with **NPPF Paragraphs 73 and 83**, which promote rural vitality and quicker housing delivery.
- Helps sustain **local services** and reduce travel needs.

Larger developments raise concerns about:

- **Traffic congestion** especially in Witney and along the A40.
- **Flooding risks** and **sewage capacity**.
- **Insufficient public transport**, especially in villages.
- **Environmental degradation**, including loss of green spaces and biodiversity.

Stakeholders request:

- Clearer criteria for **site suitability** and **cumulative impact**.
- Flexibility to allow **larger-scale development** in well-connected villages.
- Better alignment with **Neighbourhood Plans** and **local character**.

Alternative Suggestions:

- Cap development at **10% of village size**.
- Introduce **intermediate categories** (e.g. 51–300 units for Tier 1 & 2).
- Reuse **brownfield sites** and intensify development through **density and height**, where appropriate.

5.7 In response to the concerns raised, it is proposed that the new Local Plan will now define four different scales of residential development as follows:

- Small-scale residential development – 1 to 10 units
- Medium-scale residential development – 11 to 50 units
- Large-scale residential development – 51 to 300 units
- Strategic-scale residential development – 300+ units

5.8 Reflecting this new categorisation and taking account of other aspects of this consultation paper, it is proposed that the initial draft Spatial Strategy set out in Core Policy 3 is refined as follows.

Core Policy 3 – Spatial Strategy (as proposed to be updated)

5.9 The spatial strategy for West Oxfordshire to 2043 is underpinned by a commitment to delivering a sustainable pattern of development that:

- Meets identified housing, economic and community needs;
- Aligns growth with existing and planned infrastructure;
- Supports climate change mitigation and adaptation;
- Enhances the environment and recovers nature;
- Sustains the vitality of local communities;
- Protects the unique identity and character of West Oxfordshire’s towns, villages and countryside.

5.10 To achieve this, the strategy will:

1. Adopt a hierarchical approach to growth aligned with the settlement hierarchy:

Principal Towns (Tier 1)

Witney, Carterton and, to a lesser extent, Chipping Norton will be the primary focus for growth, reflecting their existing roles, services and infrastructure. In relation to future residential development, this is anticipated to include a combination of small, medium, large and strategic-scale sites.

Growth in these locations will support regeneration, make best use of previously developed land and under-used sites, and deliver transformational opportunities, particularly in Carterton where scalable new communities within the rural fringe (including in Brize Norton, Shilton and Alvescot Parishes) will complement investment in the town and unlock its economic and social potential including its relationship with RAF Brize Norton.

Service Centres (Tier 2)

Bampton, Burford, Charlbury, Eynsham, Long Hanborough, and Woodstock will accommodate a proportionate level of growth appropriate to the size of each settlement and to support their local service function. A particular focus will be placed on ensuring good public transport accessibility and active travel opportunities (both existing and proposed)

In relation to future residential development, this is anticipated to include a combination of small and medium-scale sites, with additional large and strategic-scale development only taking place through existing permissions and allocated sites.

Due to their location within the Cotswolds National Landscape, the scale and extent of development at Burford and Charlbury will be limited in accordance with national policy.

Development at Salt Cross Garden Village will be guided by the Salt Cross Area Action Plan (AAP) and other relevant Local Plan policies.

Large Villages (Tier 3)

Small and medium scale growth will be supported in villages that have a reasonable level of services and facilities, helping to sustain local communities and support local needs and where proportionate to the size of the settlement, taking account of recent development and existing planned growth.

In relation to future residential development, this is anticipated to include a combination of small and medium-scale sites only (except where allocated in the Local Plan) and will be more limited in scale than at Tier 2 – Service Centres, guided by the existing size and relative sustainability of each settlement in terms of their available service and facilities.

This will include the identification of specific allocations where existing infrastructure capacity can support the delivery of new development or where new development can facilitate the delivery of new infrastructure to improve the sustainability of the settlement.

As with Tier 2 – Service Centres, there will be a particular focus on locations which benefit from existing or proposed public transport and active travel opportunities and the scale and extent of development within the Cotswolds National Landscape will be limited in accordance with national policy.

Medium Villages (Tier 4)

A more restrictive policy will be applied to villages recognising the relative sustainability of these communities.

Allocations for new development will be made where infrastructure capacity exists and to address identified local circumstances and needs.

Otherwise, new residential development at Tier 4 Medium Villages will typically be expected to be small-scale only.

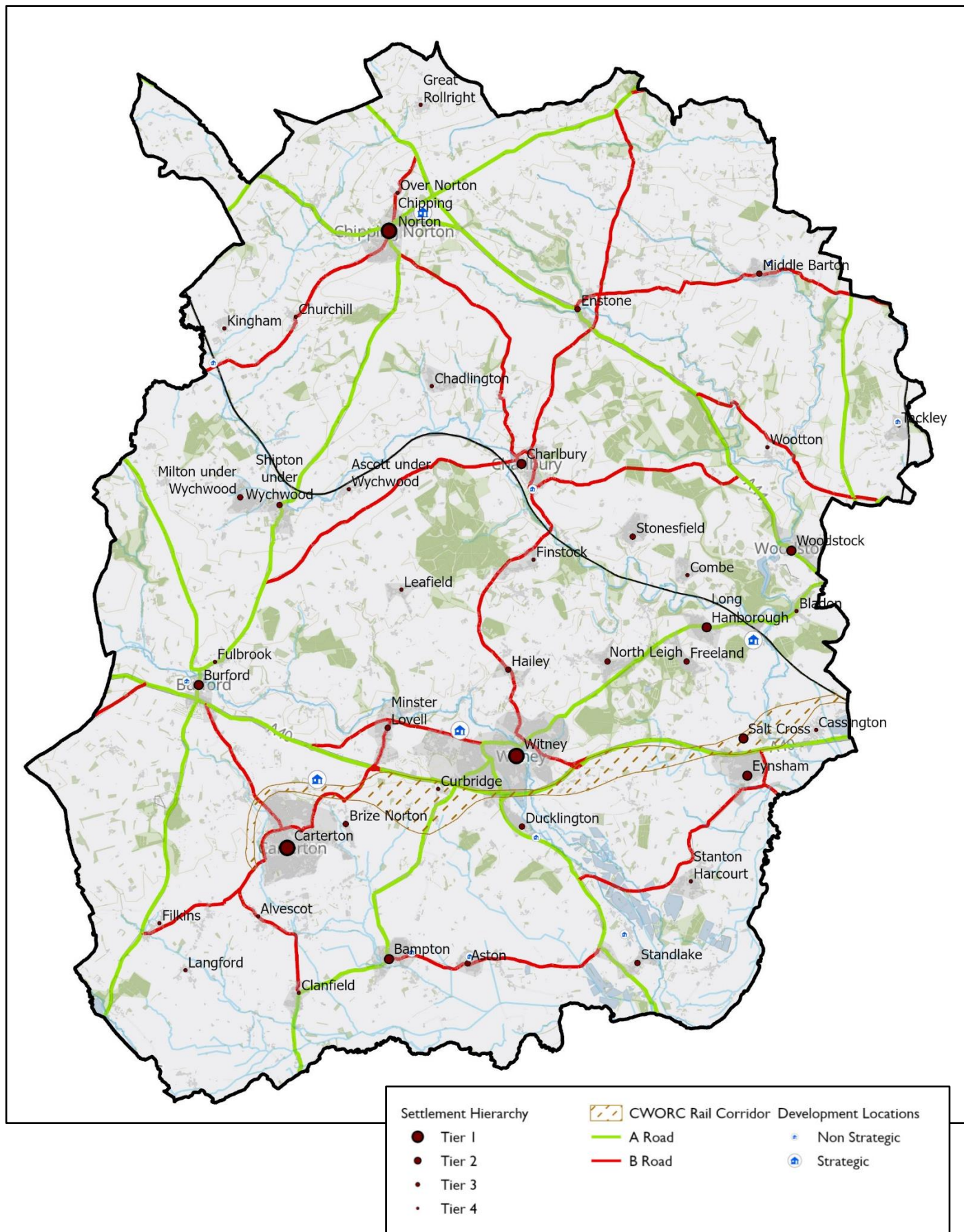
Small Villages, Hamlets and Open Countryside (Tier 5)

A more restrictive approach will apply, with development limited to that which requires a rural location.

Any residential proposals will be expected to be small-scale development and will only be permitted in limited circumstances as set out in Policy DM26.

5.11 The Key Diagram provides a visual representation of the spatial strategy for West Oxfordshire and is illustrated at Figure 2 below.

Figure 2 - Key Diagram



CONSULTATION QUESTION 4 –

DO YOU SUPPORT THE FOUR PROPOSED SCALES OF RESIDENTIAL DEVELOPMENT (SMALL 1-10 UNITS, MEDIUM 11 – 50 UNITS, LARGE 51 – 300 UNITS AND STRATEGIC 300+ UNITS)? Y/N - PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

CONSULTATION QUESTION 5 –

DO YOU SUPPORT THE REVISED SPATIAL STRATEGY OUTLINED ABOVE? Y/N - PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

6. Meeting Identified Development Needs

- 6.1 The purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development and supporting infrastructure in a sustainable manner.
- 6.2 All plans should promote a sustainable pattern of development that seeks to meet the development needs of the area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects.

Housing Need

- 6.3 We explained in the previous preferred policy options consultation that the new Local Plan will be informed by a new Local Housing Needs Assessment (LHNA) prepared by independent consultants ORS in accordance with national policy.
- 6.4 The LHNA uses the standard method in national planning practice guidance to calculate a housing need for West Oxfordshire of 905 dwellings per year across the 16-year period 1st April 2025 – 31st March 2041, equating to 14,480 homes in total.
- 6.5 Our initial draft Core Policy 4 – Delivering New Homes explained that the new Local Plan would aim to meet this level of housing need in full by reflecting it in the plan's identified housing requirement.
- 6.6 As outlined in Section 3, we are now proposing to extend the end-date of the new Local Plan to 31st March 2043 i.e. an additional two-years. The effect of this is to increase the overall level of housing need from 14,480 homes to 16,290 homes (i.e. 18 years x 905 dpa).
- 6.7 Our intention is to update the plan's overall housing requirement to reflect this.

Housing Supply

- 6.8 In terms of housing supply, we explained through the previous preferred policy options consultation that we propose to add a 10% 'buffer' to the planned level of supply to take account of potential slippages in expected delivery on some sites and to provide a greater degree of resilience, minimising any reliance being placed on speculative 'windfall' development.
- 6.9 Having reviewed the consultation responses received we remain of the view that including a 10% supply buffer is appropriate. When added to the new housing requirement figure of 16,290, the total planned level of supply to 2043 would be 18,000 homes.
- 6.10 Importantly, aiming to supply 18,000 homes not only provides resilience but also provides capacity to assist Oxford City Council in terms of any unmet housing need arising from the ongoing review of its own Local Plan.

- 6.11 The adopted West Oxfordshire Local Plan 2031 includes a clear commitment to assisting Oxford with its unmet housing need and the two authorities have signed a memorandum of understanding to this effect.
- 6.12 The District Council remains fully committed to assisting Oxford with its unmet housing need but recognises that circumstances have changed since the Local Plan 2031 was adopted in 2018, not least the move to a new standard method for housing need introduced by the NPPF in December 2024.
- 6.13 The effect of the new standard method is to reduce the level of housing need previously identified for Oxford City and as such, there is some current uncertainty about the extent of any unmet need arising – both in terms of quantum and in respect of which period of time this would apply to.
- 6.14 The District Council remains in active discussions with the City Council in accordance with the Duty-to-Co-Operate and based on the current timetable for the new Oxford City Local Plan anticipate being able to reach an agreed position by the time the West Oxfordshire Local Plan 2043 reaches the final Regulation 19 draft plan stage in spring 2026.

Sources of Housing Supply

- 6.15 As previously outlined in the preferred policy options consultation, the level of planned housing supply (now proposed to be 18,000) will be met from a combination of the following sources:
- Major existing residential commitments (planning permissions of 10 or more units as of 1st April 2025)
 - Small existing residential commitments (planning permissions of less than 10 units as of 1st April 2025)
 - A windfall allowance of 150 homes per year (applied from 1st April 2028 onwards to avoid any double counting with existing permissions)
 - Site allocations
- 6.16 This is summarised in Table 5 below.

Table 5 - Sources of Housing Land Supply for Local Plan 2043

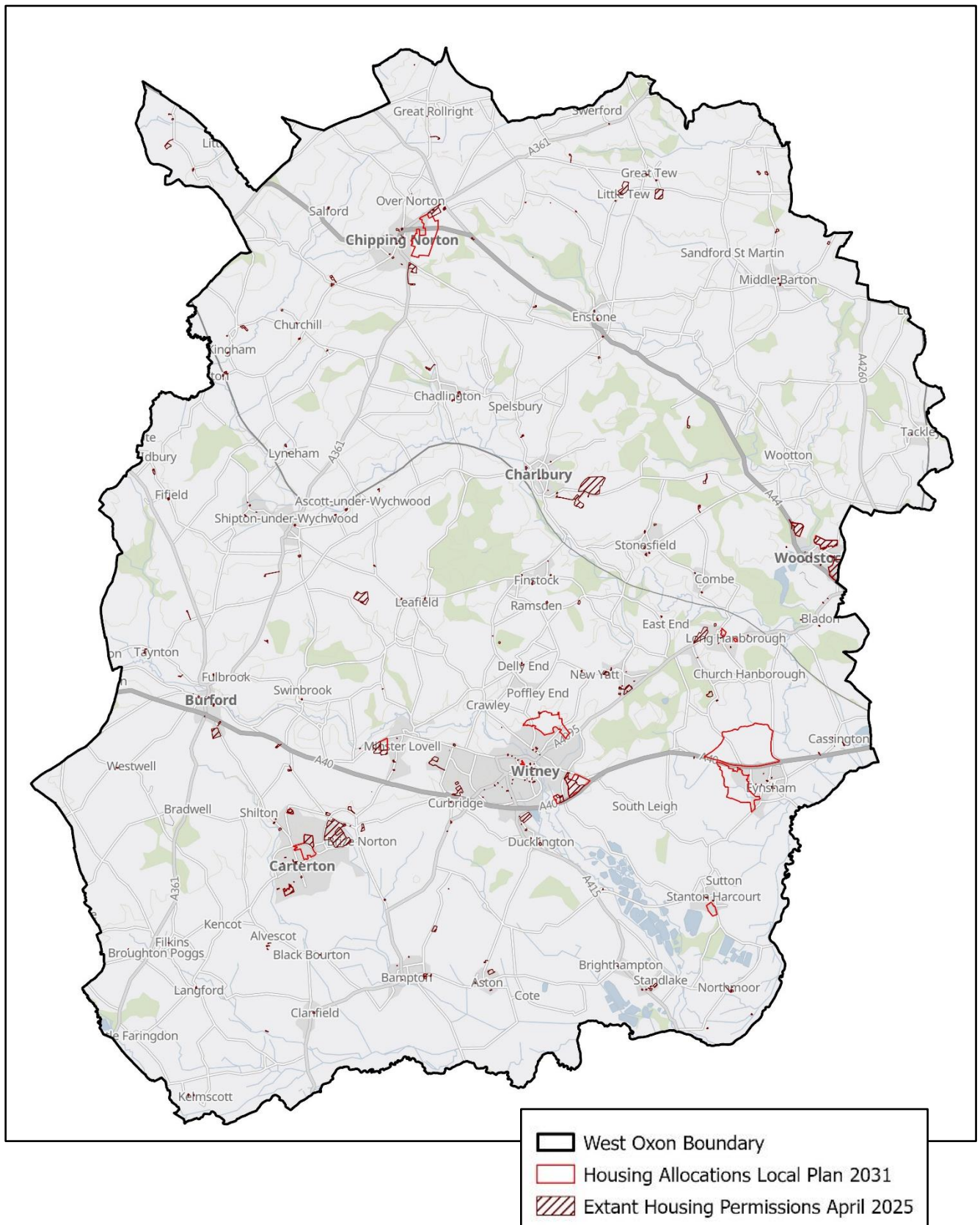
Source	Number of homes
Major existing residential commitments (planning permissions of 10 or more units as of 1st April 2025)	2,036 ³
Small existing residential commitments (planning permissions of less than 10 units as of 1 st April 2025)	294 ⁴

³ Applying a 10% discount for potential lapses

⁴ Applying a 10% discount for potential lapses

Source	Number of homes
Windfall (2028 – 2043)	2,250
Allocations	13,420
Total	18,000

Figure 3 - Existing Housing Allocations and Extant Planning Permissions for Developments >10 dwellings



6.17 Figure 4 illustrates how development has been distributed across the district and concentrated in certain areas since 2011. The broad pattern is consistent with the hierarchical approach to development which has been established in successive West Oxfordshire Local Plans since 2011.

Figure 4 - Residential Completions by Parish 2011-2025

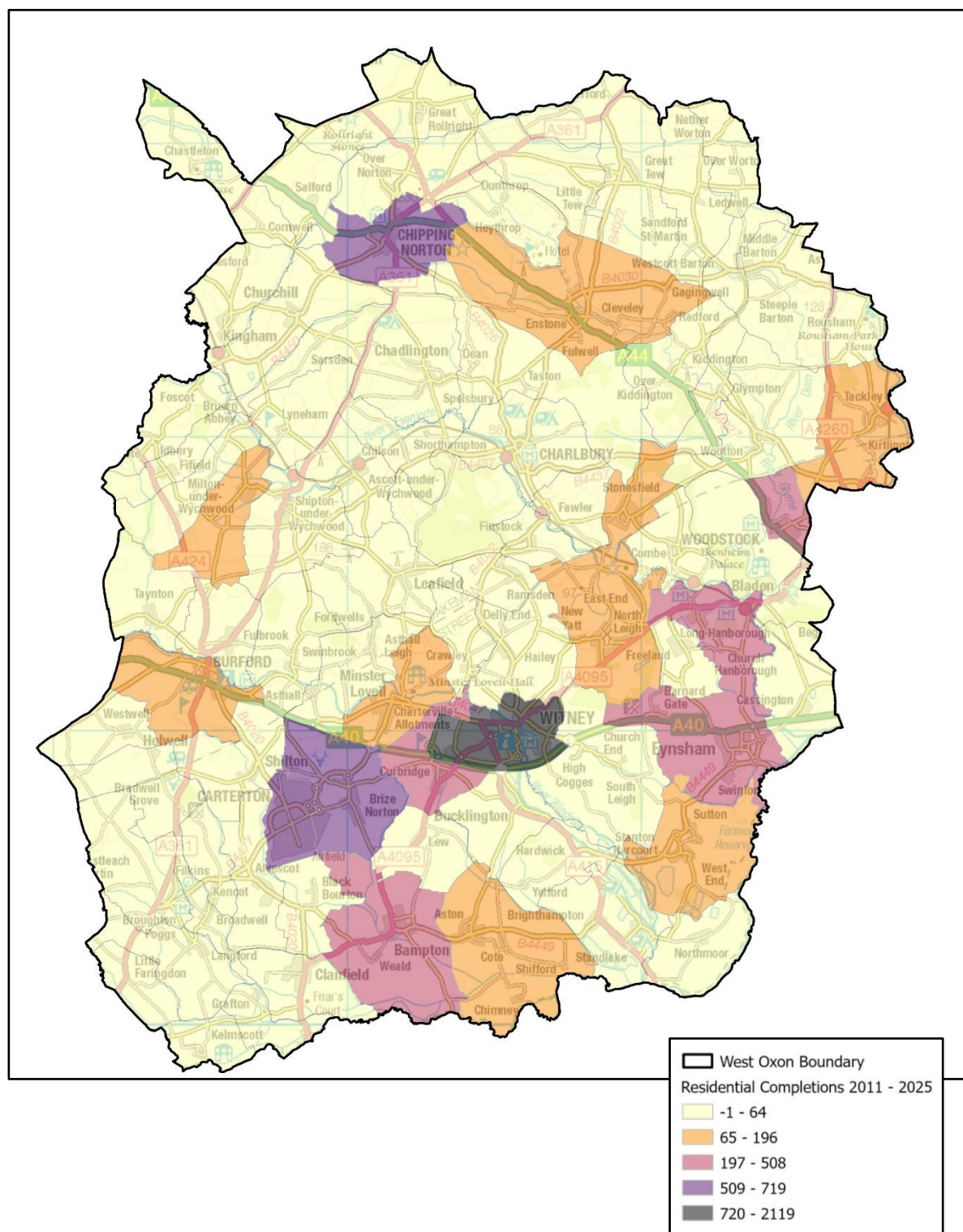
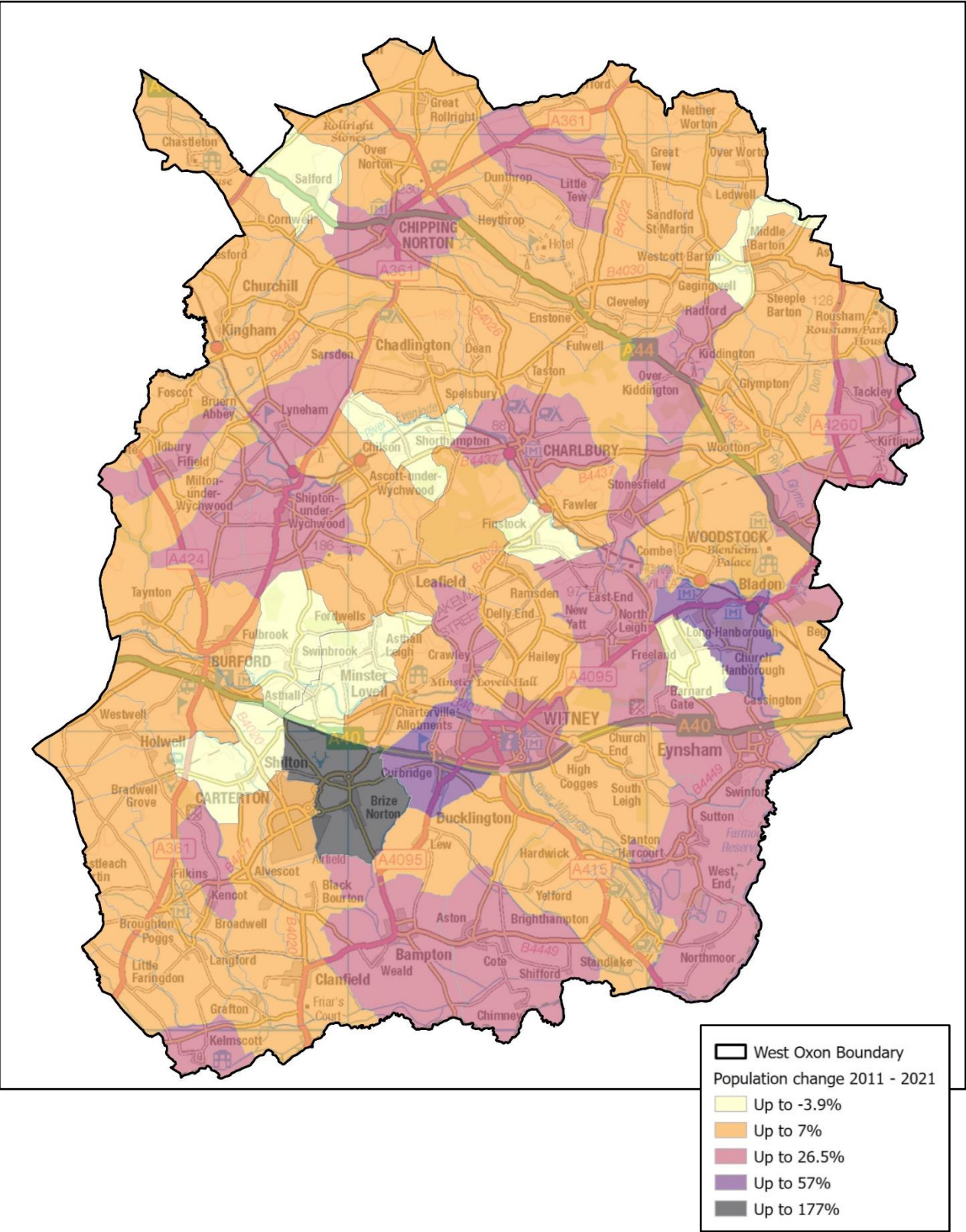


Figure 5 - Percentage Population change by Parish 2011 - 2021



- 6.18 The highest concentration of development has been at Witney which has been established as the district's principal town for many years. Significant concentrations are also evident at the district's other main towns of Carterton and Chipping Norton and Service Centres of Bampton, Hanborough, Eynsham and Woodstock.
- 6.19 Due to its proximity to Carterton and tight administrative boundaries relating to the town, a significant volume of development has been focused within the parish of Brize Norton.
- 6.20 Figure 5 above shows the scale of population growth in each Parish in West Oxfordshire between the 2011 and 2021 Census. The pattern of population change doesn't necessarily follow the pattern of development but there is clearly some correlation. The population of Brize Norton on the edge of Carterton has increased by over 170% in the period that it has accommodated development of approximately 600 dwellings.
- 6.21 Understanding how development has been distributed across the district and concentrated in certain areas to date should have a bearing on how future development is planned to 2043. This is particularly the case in relation to infrastructure planning. Infrastructure delivery often lags behind development and many communities feel that they have been unfairly impacted by development without the necessary, complementary investment in infrastructure provision.
- 6.22 Without the necessary investment in infrastructure, there are consequences for communities and the environment in terms of highways congestion, access to public transport, access to education and healthcare and degradation of waterways.
- 6.23 Significant development puts further pressure on infrastructure and the environment with increased population, increased vehicle movements and potential for increased flood risk.
- 6.24 Without development however, barriers to affordable housing will remain and existing issues relating to housing affordability likely exacerbated.
- 6.25 The Local Plan 2031 identified sufficient land to meet housing requirements to 2031. There have been delays in bringing forward a number of key allocations which means they remain undeveloped and can contribute to meeting future housing requirements . The delayed delivery of allocated housing sites has meant that some speculative planning applications have had to be approved in order to improve the Council's housing land supply position.

Economic Need

- 6.26 The Local Plan should set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to the national industrial strategy and any relevant Local Industrial Strategies and other local policies for economic development and regeneration.
- 6.27 The Local Plan should set criteria, and identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period.
- 6.28 To help inform the new Local Plan, the Council commissioned an Economic Needs Assessment (ENA) through independent consultants AECOM.
- 6.29 The ENA focuses on relevant uses within planning Use Class E including office, R&D and light industrial as well as Use Class B2 – general industrial and Use Class B8 – storage and distribution.
- 6.30 It considers several different scenarios to help reach a conclusion on the most appropriate amount of employment floorspace to plan for through the new Local Plan.
- 6.31 In summary, it identifies the following range for the period up to 2041:

Table 6 - West Oxfordshire Employment Land Needs to 2041

Use Class	Lower Range	Upper Range
E – Office & R&D	0.9 ha	6.4 ha
Industrial – B2 & B8	3.5 ha	25 ha

- 6.32 A number of respondents to our previous preferred policy options consultation felt that the identified requirements were overly conservative.
- 6.33 Our intention is to extend them on a pro-rata basis to cover the extended plan period to 31st March 2043. It should also be noted that they are indicative requirements only and should not be seen as a ‘ceiling’ to development. In other words, should a suitable proposal come forward that would exceed the indicative requirement, this would not in itself be seen as a reason not to support the scheme.
- 6.34 As with the level of identified housing need, the economic needs identified will be met from a combination of existing permissions and site allocations.

Conserving and enhancing the natural environment

- 6.35 The Local Plan will contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, sites of biodiversity and geological value and soils. It should recognise the intrinsic character and beauty of the countryside and the wider benefits from natural capital and ecosystem services, including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland.

- 6.36 Planning policies will minimise impacts on and provide net gains for biodiversity, including by establishing ecological networks that are more resilient to current and future pressures, incorporating features which support priority or threatened species.
- 6.37 Although the environmental qualities of West Oxfordshire will not have a bearing on calculating housing and economic needs for the district (the district council intends to meet its development requirements in full), it will have a strong influence on how development is distributed in the district.
- 6.38 West Oxfordshire is a special place with an attractive natural landscape, rich cultural heritage and biodiverse natural environment.
- 6.39 Notwithstanding the quality of the natural environment in the district, nature has suffered in recent years through a variety of pressures including development, population growth, and pollution arising from human activity.
- 6.40 With pressure for further development and population growth in West Oxfordshire, measures need to be introduced to protect and enhance natural capital and improve ecological connectivity, for the multiple benefits this would bring for people and nature. This could be delivered by focussing on the protection and enhancement of habitats.
- 6.41 West Oxfordshire's natural landscape is important, and the Local Plan must help to create a more resilient, more connected, network of nature across the district.
- 6.42 The emerging Local Nature Recovery Strategy for Oxfordshire represents a key step in identifying the most important locations for biodiversity and both the measures and locations where they can deliver the greatest benefits.
- 6.43 The figures below show important ecological areas as part of the Local Nature Recovery Strategy⁵ for Oxfordshire and the extent and distribution of environmental constraints in West Oxfordshire, which will have a bearing on the distribution of development as part of the Local Plan spatial strategy.

⁵ <https://letstalk.oxfordshire.gov.uk/lnrs-phase3-consultation>

Figure 6 - Local Nature Recovery Strategy

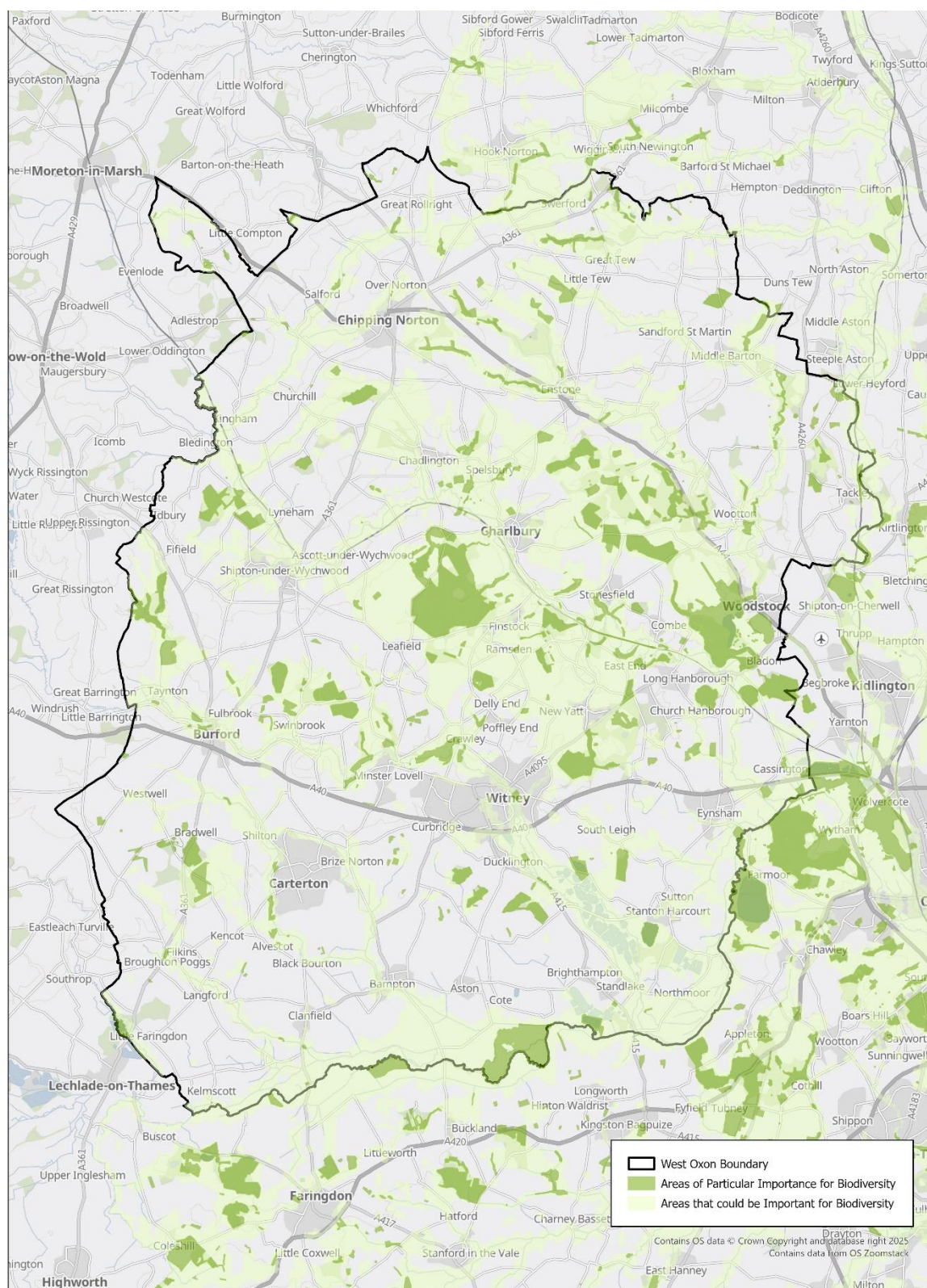
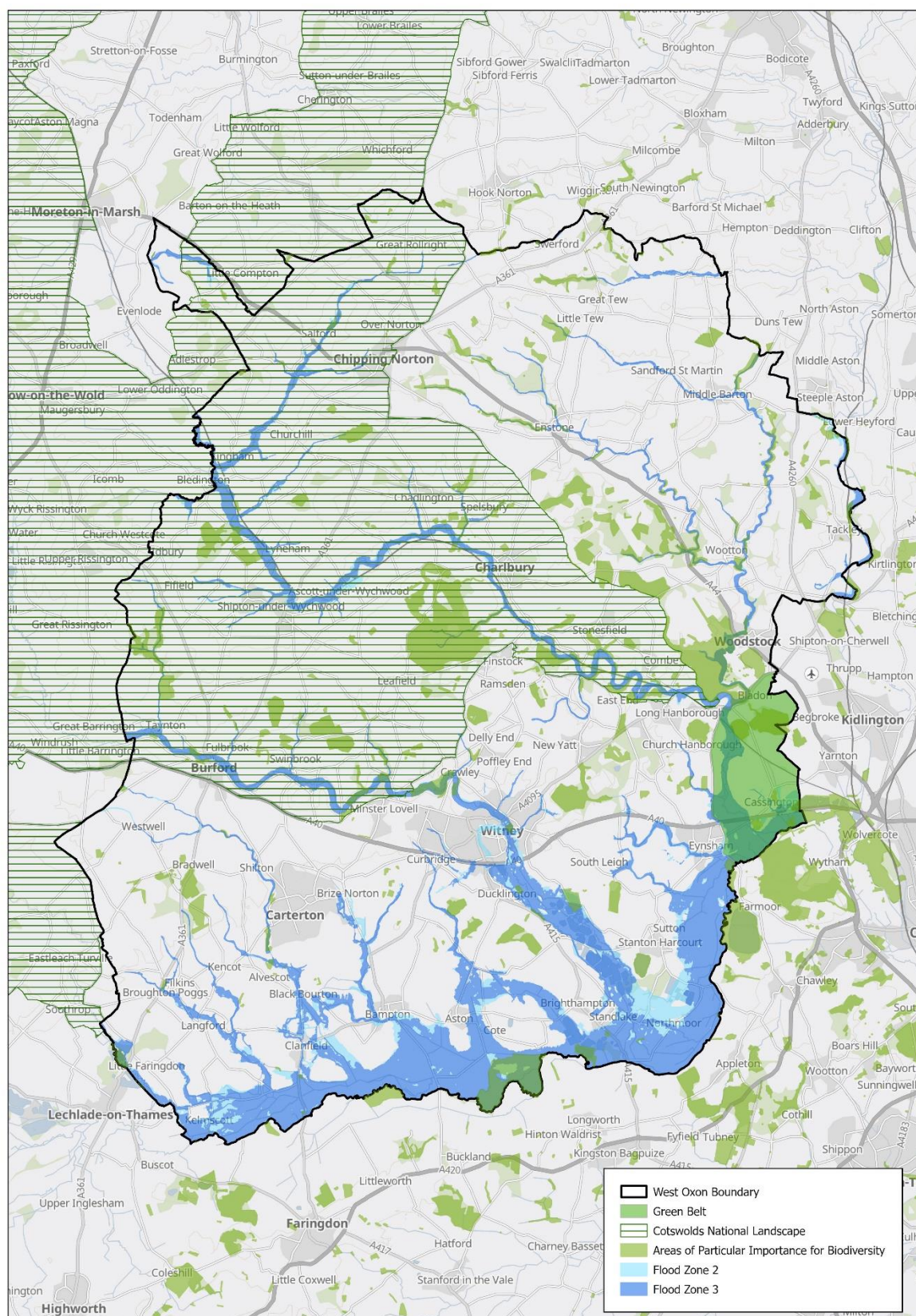


Figure 7 - Environmental Constraints in West Oxfordshire



Infrastructure Delivery

- 6.44 The Local Plan promotes a sustainable pattern of development that seeks to align growth and infrastructure. It sets out an overall strategy for the pattern, scale and design quality of places and will make sufficient provision transport, community and utilities infrastructure, including energy, waste, water supply and wastewater.
- 6.45 The Local Plan will be supported by an Infrastructure Delivery Plan (IDP) which will provide a framework for co-ordinating the infrastructure necessary to support development and communities in West Oxfordshire. It will be based on an assessment of infrastructure capacity and needs, in consultation with infrastructure providers with an indication of costs, delivery timescales and delivery partners to ensure that infrastructure can be delivered in the right place and at the right time to support growth.
- 6.46 Extending the Local Plan period to 2043 will allow development to align with long term infrastructure projects such as the delivery of the Carterton Witney Oxford Railway Corridor (CWORC) and essential upgrades to waste water treatment works.
- 6.47 At this stage, the Council has produced a baseline IDP report which assesses existing capacity across a range of infrastructure types in the district⁶, has undertaken a review of existing transport conditions⁷ and has produced a water cycle study scoping report⁸.
- 6.48 These reports provide a clear indication of the challenges facing the district in terms of infrastructure provision and that investment will be required across a range of infrastructure types to support development.
- 6.49 Key issues identified relate to the capacity of highways network, wastewater treatment capacity, capacity of GP surgeries and capacity of schools. It is acknowledged that these challenges and constraints exist, and it is the role of the Plan and associated IDP to align planned growth with infrastructure provision. There may be a need to phase development in a particular way to ensure that essential infrastructure is delivered ahead of new development where possible.
- 6.50 We are limited in our powers to deliver infrastructure enhancements directly, but we are increasing our capability to match development with infrastructure investment through the following policies:
- We have recently adopted the Community Infrastructure Levy within the District to supplement fund raising for infrastructure provision.
 - We have engaged with Thames Water, the Environment Agency and Ofwat to gain their support for imposing 'Grampian conditions' on approved applications which prevent commencement of either ground works or occupancy until water and sewerage capacity is in place.

⁶ <https://www.westoxon.gov.uk/media/1n4pqnnz/west-oxfordshire-idp-baseline-report-july-2025-final-090725.pdf>

⁷ <https://www.westoxon.gov.uk/media/1kynzjlx/oxfordshire-county-council-transport-existing-conditions-report-june-2025.pdf>

⁸ https://www.westoxon.gov.uk/media/oxuf3hnd/whs10174-wodc-scoping-water-cycle-study_v2-0.pdf

- We are proposing a new policy in the 2043 Plan to require a site-specific Infrastructure Delivery Plan (IDP) on all major developments.
- On new strategic allocations we will be clear about what infrastructure is required to be delivered as part of the development.
- We are promoting the concept of the Carterton-Witney-Oxford Rail Corridor (CWORC) project in our 2043 Plan to provide the opportunity for a sustainable alternative transport mode to the congested A40.

6.51 A range of funding sources will be required to pay for infrastructure. In addition to the Community Infrastructure Levy which will ensure that most forms of development will make a financial contribution to the delivery of infrastructure, collaborative working will be required across a range of stakeholders to ensure that investment plans align with development plans for the district.

6.52 We will continue to work with infrastructure providers as we work towards a robust and deliverable Plan for the district. At this stage, it is useful to acknowledge that there are and will be challenges that need to be addressed through the Plan making process. Under-investment in infrastructure and misalignment of development and infrastructure plans has come at the expense of environmental degradation and quality of life for communities and this is something that the Local Plan 2043 will seek to address.

The Carterton-Witney-Oxford Corridor (CWORC) project

6.53 WODC supports the Carterton–Witney–Oxford Corridor (CWORC) project because it would unlock new opportunities for growth, improve transport links, and enhance quality of life across the district. The project would also allow for higher-density development along its route, reducing the need to build on more sensitive landscapes in future.

6.54 Working with Oxfordshire County Council (OCC), WODC has sponsored a feasibility study which identified potential routes for a new rail link with stations at Carterton, south of Witney, and Eynsham (Salt Cross Garden Village), joining the North Cotswold Line at Yarnton. Further studies have shown the project to be economically viable, with potential for part of its funding to come from land value capture agreements with developers.

6.55 The indicative rail corridor is illustrated at Figure 8 below.

Figure 8 - Indicative alignment of the Carterton, Witney, Oxford Rail Corridor



- 6.56 The CWORC has been an important factor in identifying a number of the Council's preferred spatial options. Options along the proposed route have been chosen for their sustainability, even without a mass transit link but should the project move forward, it would provide developers with the opportunity to consider higher densities of development in these locations (subject to other relevant planning considerations) and make appropriate provision for the scheme including any on-site works / wider project funding.
- 6.57 These principles are referred to later in this report when discussing sites that may be affected by the CWORC route.

7. Strategic Spatial Options

- 7.1 In this section we focus on ‘strategic’ spatial options that have the potential to contribute towards the overall planned supply of 18,000 homes and up to 25 ha of employment space.
- 7.2 For residential development, in accordance with the classification outlined earlier in Section 5, strategic sites are those that can accommodate more than 300 homes.
- 7.3 For ease of reference, the paper deals first with existing strategic allocations from the adopted West Oxfordshire Local Plan 2031 before considering new strategic spatial options that have been identified as potentially suitable for allocation through the new Local Plan 2043.

Local Plan 2031 Strategic Allocations

- 7.4 The adopted Local Plan 2031 identifies five sites capable of delivering 300 or more homes:
- Salt Cross Garden Village⁹ (2,200 homes plus 40 ha employment space)
 - West Eynsham SDA (1,000 homes)
 - East Witney SDA (450 homes)
 - North Witney SDA (1,400 homes)
 - East Chipping Norton SDA (1,200 homes plus 5 ha employment space)
 - REEMA North and Central, Carterton (300 homes).
- 7.5 Of these, the only site that has secured planning permission for the whole site is the East Witney SDA which now has outline planning permission for 450 homes (20/02654/OUT) and is actively being marketed, with reserved matters application/s expected in 2026.
- 7.6 For this reason, the East Witney SDA will be treated as an existing commitment for the purposes of the new Local Plan 2043 with the 450 homes included in the large (>10 dwellings) commitments outlined earlier in Section 6.
- 7.7 The other sites have either secured planning permission only in part (East Chipping Norton SDA, West Eynsham SDA, REEMA North and Central) or not at all (Salt Cross Garden Village, North Witney SDA).
- 7.8 Importantly, national policy requires planning policies to reflect changes in the demand for land and where there is no reasonable prospect of an application coming forward, local authorities should either re-allocate land for a more deliverable use, or if appropriate, de-allocate the site where it remains undeveloped.
- 7.9 Considering this and given that these sites were initially allocated in 2018 and have yet to come forward, except for the East Witney SDA, we consider that it would be appropriate to refresh and update these existing allocations as part of the new Local Plan 2043.

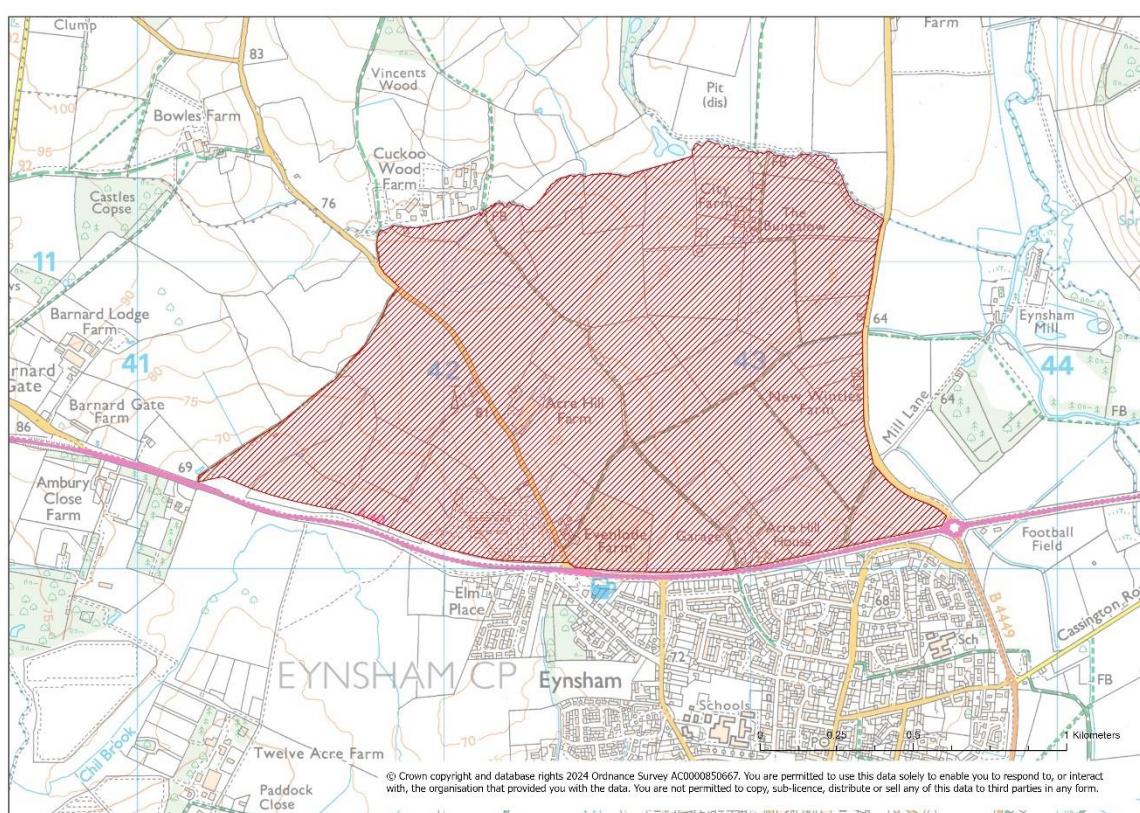
⁹ formerly referred to as the Oxfordshire Cotswolds Garden Village

- 7.10 This will provide the opportunity to confirm that they remain deliverable propositions and to take account of any relevant changes in circumstance since the 2031 Local Plan was adopted in 2018.
- 7.11 Further, detailed explanation of each site and its current progress is outlined below together with commentary on how they might be addressed through the Local Plan 2043.

Salt Cross Garden Village

- 7.12 Salt Cross Garden Village (previously known as the Oxfordshire Cotswolds Garden Village) is a planned new garden community located to the north of the A40 near Eynsham.

Figure 9 - Salt Cross Garden Village Allocation



- 7.13 The adopted Local Plan 2031 allocates the site as a 'strategic location for growth' (SLG) intended to accommodate about 2,200 homes together with around 40 hectares of business land in the form of a science/technology park and a range of supporting services and facilities including new schools, open spaces, community facilities and an integrated public transport hub (park and ride).
- 7.14 The site was initially identified in 2016 in response to an increase in West Oxfordshire's identified housing needs and to assist Oxford City with its unmet housing needs as identified at that time.

- 7.15 Although the site is not yet under construction, Salt Cross is being actively promoted on behalf of the landowners by Grosvenor who submitted an outline planning application in 2020.
- 7.16 Policy EW1 of the current Local Plan 2031 applies and requires comprehensive development led by an 'Area Action Plan' (AAP). Council Officers have therefore been working with Grosvenor, Eynsham Parish Council, the local community and other key stakeholders over several years to bring the AAP forward.
- 7.17 The draft AAP was submitted for examination in 2021 and after a lengthy examination, the Inspector's final report was published in March 2023, recommending that it be adopted subject to a number of changes.
- 7.18 However, a subsequent legal challenge means the District Council has been unable to adopt the AAP, and the examination has now been re-opened on a focused basis to consider Policy 2 relating to net-zero carbon development.
- 7.19 A hearing session took place in June 2025, and the Inspector issued her initial findings on 1 August 2025, concluding that the Council's proposed approach is consistent with national policy but identifying several soundness concerns which need to be addressed through main modifications to the policy as submitted.
- 7.20 Consultation on those main modifications is taking place from 3 October – 14 November 2025 after which point the Inspector will issue her final report.
- 7.21 The District Council is aiming to adopt the AAP in December 2025 or January 2026 and is in active discussions with the site promoter Grosvenor to determine how their currently submitted outline planning application can be refreshed and updated in line with the adopted AAP to enable it to be determined next year.

Implications for the Local Plan 2043

- 7.22 Given that the AAP will provide the detailed planning framework for guiding future development at Salt Cross (including a vision, objectives and specific policies) there is little point in the new West Oxfordshire Local Plan 2043 revisiting these in detail – indeed to do so, risks undermining and devaluing the significant amount of work undertaken by all parties to reach this point.
- 7.23 The new Local Plan does however present an opportunity to consider two key, inter-related issues which the Council would like to explore through this preferred spatial options consultation paper – firstly, the overall quantum of development proposed at Salt Cross and secondly, the potential for development at Salt Cross to assist with the long-term delivery of the Carterton – Witney – Oxford Rail Corridor (CWORC).

Quantum of Development

- 7.24 As outlined above, the adopted Local Plan refers to the provision of 'about 2,200 homes' together with 'about 40 hectares' of business land, in the form of a new science and technology park.

- 7.25 The emerging AAP confirms this assumed level of development and in relation to housing, emphasises that 2,200 homes is not a maximum ‘ceiling’ to development and may be exceeded if it is demonstrated to accord with the overall vision, core objectives and relevant policies set out in the AAP and relevant policies of the West Oxfordshire Local Plan 2031 and Eynsham Neighbourhood Plan.
- 7.26 The overall gross site area of Salt Cross is around 220 hectares (544 acres). Discounting the proposed 40 hectares of business land (science and technology park) leaves 180 hectares. Applying a typical net-to-gross ratio of between 40% - 60% (reasonable for a large garden community such as this) results in between 2,520 – 3,780 homes using an average density of 35 dwellings per hectare.
- 7.27 This suggests that the 2,200 homes identified in the adopted Local Plan 2031 and the draft Area Action Plan (AAP) is relatively ‘conservative’ and potentially capable of being increased through a combination of higher development densities and an increase in the extent of the ‘developable area’ within the site. Importantly, it would not be necessary to increase the overall site boundary.
- 7.28 Coupled with this, there is the potential to bring forward new dwellings within the 40-hectare science and technology park through more of a mixed-use development which in itself would assist in bringing activity and interest to this part of the site throughout the day and night.
- 7.29 In terms of timescales however, it should be noted that even if the number of homes at Salt Cross were to be increased, these would not all be built by the end of the period covered by the new Local Plan (2043).
- 7.30 Applying the same assumptions used in the phasing evidence for the AAP, if the Council were to resolve to grant outline planning permission in summer 2026, allowing for completion of any legal agreements, discharge of conditions, reserved matters etc. the first housing completions might reasonably be expected to take place at Salt Cross in the second half of 2030.
- 7.31 This would mean around 2,125 homes likely to be completed by 31st March 2043 as outlined below¹⁰.

Table 7 - Salt Cross Development Trajectory

Year	Completions per annum
2030/31	50
2031/32	70
2032/33	135
2033/34	160
2034/35	180
2035/36	195
2036/37	195

¹⁰ The illustrative trajectory applies the same assumptions used in the AAP supporting evidence on infrastructure phasing but rolled forward to reflect first residential completions taking place in 2030

2037/38	210
2038/39	210
2039/40	210
2040/41	195
2041/42	180
2042/43	135
Total	2,125

- 7.32 Any additional development beyond this would therefore extend into the period covered by any subsequent local plan.

Carterton – Witney – Oxford Rail Corridor (CWORC)

- 7.33 The location of Salt Cross is such that it offers the potential to be supported by the Carterton – Witney – Oxford Rail link, particularly if increased housing density is to be considered. As outlined in Section 6 and illustrated at Figure 8, a broad potential corridor of land has been identified based on the work undertaken in relation to the rail project to date.
- 7.34 Salt Cross falls within that corridor and has specifically been identified as having the potential to accommodate a new station, utilising land in the vicinity of the recently constructed transport hub (park and ride) to the west of Cuckoo Lane.
- 7.35 Incorporating the rail project into Salt Cross garden village would clearly have significant implications for the illustrative framework plan which is embedded in the AAP and also the masterplanning work being undertaken by the site promoter Grosvenor.
- 7.36 It also ties in with the quantum of development (higher densities of development ordinarily being sought around key transport hubs) and would require more work to be carried out in order to more fully understand the ability of the site to satisfactorily accommodate a rail-based solution.
- 7.37 Notwithstanding, this preferred spatial options consultation presents an opportunity to seek initial views on whether this is a ‘direction of travel’ that the Council should be pursuing.

A Refreshed and Updated Allocation for Salt Cross Garden Village

- 7.38 The Local Plan 2043 presents the opportunity to refresh and update the existing Local Plan 2031 allocation for Salt Cross to reflect the above considerations around development quantum and provision for CWORC.
- 7.39 An updated allocation would also provide the opportunity to better reflect the, soon to be adopted AAP, commit to an early review of it if necessary and take account of any other material changes in circumstance since 2018 such as revised A40 access arrangements (see discussion on the West Eynsham SDA below).

CONSULTATION QUESTION 6 – DO YOU AGREE WITH THE PRINCIPLE OF UPDATING AND REFRESHING THE EXISTING ALLOCATION FOR SALT CROSS GARDEN VILLAGE AS PART OF THE LOCAL PLAN 2043?

Y/N – PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

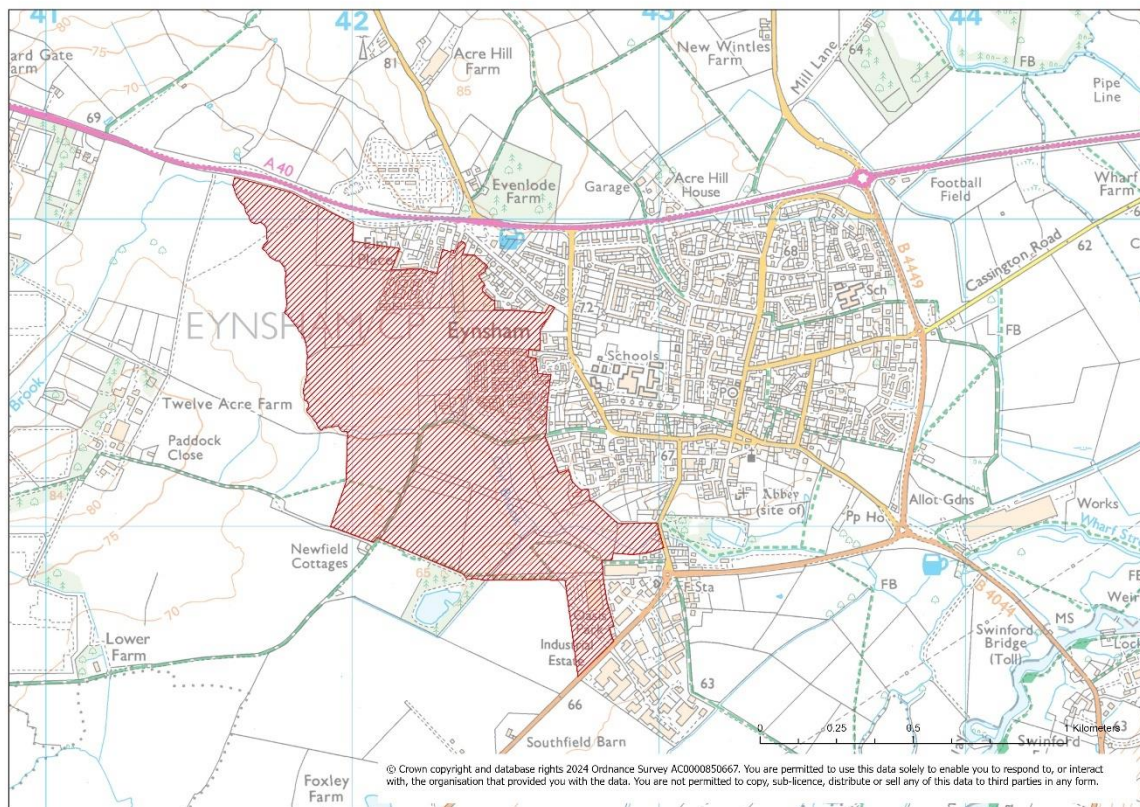
CONSULTATION QUESTION 7 – ASSUMING THE ALLOCATION WERE TO BE REFRESHED AND UPDATED, DO YOU AGREE THAT THIS SHOULD ADDRESS THE QUANTUM OF DEVELOPMENT AND CWORC PLUS ANY OTHER RELEVANT CHANGES IN CIRCUMSTANCE SINCE 2018?

Y/N – PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

West Eynsham SDA

- 7.40 The current Local Plan 2031 allocates land to the west of Eynsham for the provision of about 1,000 homes. Policy EW2 applies.

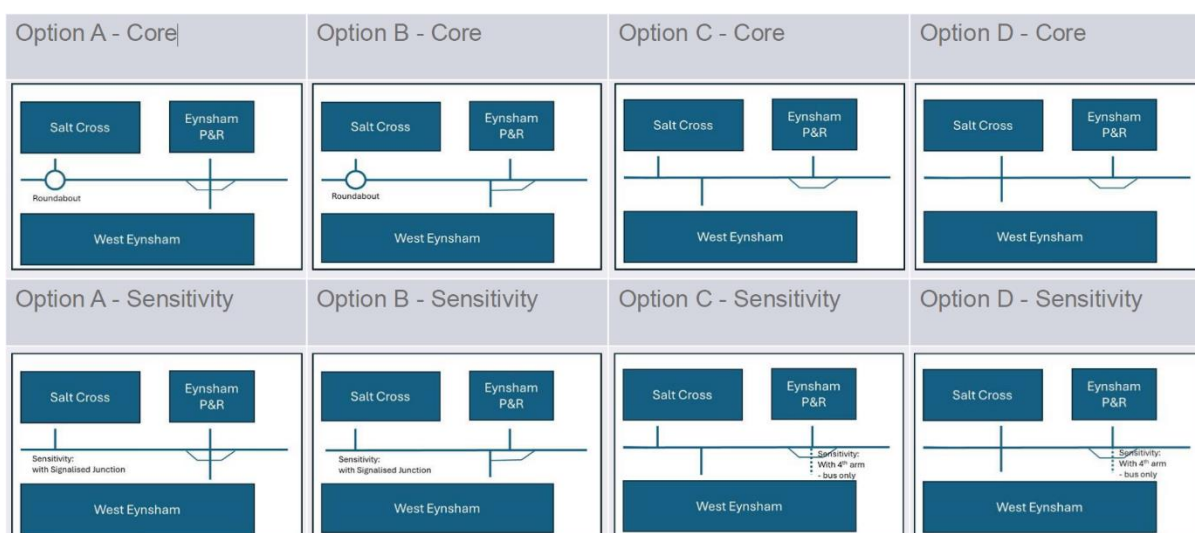
Figure 10 - West Eynsham Allocation



- 7.41 Two parts of the SDA have already been completed including Thornbury Green (160 homes) and the former Eynsham Nursery and Plant centre (77 homes).
- 7.42 In order to progress the remainder of the site, the main landowners prepared a site-wide masterplan in 2021 and this was formally endorsed by the District Council in March 2022 as a material planning consideration for any future planning applications that come forward in relation to the site.
- 7.43 Since then, although the main landowners remain committed to bringing the site forward, there have been a number of delays – primarily due to the uncertainty created by the revised scope of A40 improvement works being progressed by Oxfordshire County Council.
- 7.44 In essence, the A40 improvement works have been ‘pared back’ in light of inflationary cost pressures and this has created difficulties in terms of agreeing the most appropriate point of access into the West Eynsham SDA from the A40, including any potential alignment with Salt Cross Garden Village to the north.

- 7.45 In order to move matters forward, the District Council commissioned consultants Pell Frischmann to prepare an A40 access options assessment¹¹. The primary purpose of the report is to assess and recommend a preferred access arrangement from the A40 to development at West Eynsham (and Salt Cross).
- 7.46 The report considers four core scenarios plus an additional ‘variant’ scenario for each i.e. 8 scenarios in total.

Figure 11 - West Eynsham Access Scenarios



- 7.47 The core options for A and B propose a roundabout junction at Salt Cross with either a crossroads (Option A) or a staggered layout (Option B) at the West Eynsham / Park & Ride. The variant options for A and B maintain the same Park and Ride connections from West Eynsham but replace the roundabout with a signalised junction arrangement.
- 7.48 The core options for C and D locate the West Eynsham junction further to the west, given that the location of the Salt Cross Garden Village access is not yet finalised either. Option C proposed a staggered arrangement between the West Eynsham SDA and Salt Cross Garden Village junctions whilst Option D proposed a four-arm crossroads. In the core options, a three-arm signalised junction is proposed at the Eynsham Park & Ride site with the corresponding sensitivity options exploring the addition of a fourth, bus-only arm linking the Park and Ride site directly to West Eynsham.
- 7.49 Importantly, it concludes that Options C – Core and D – Core score better overall, particularly in terms of sustainable and active travel and place-making, with Option D – Score identified as the highest scoring option having additional placemaking benefits arising from providing a more compact access arrangement that would act as a single gateway serving both West Eynsham and Salt Cross. This arrangement could also provide opportunities to cost share.

¹¹ West Eynsham SDA A40 Access Options Assessment (June 2025)

- 7.50 It is important to note that a more western point of access into the West Eynsham SDA differs from the access arrangements set out in the West Eynsham Masterplan endorsed by the District Council in 2022. The masterplan was based on the County Council's A40 proposals at that time and envisaged the key point of access to the West Eynsham SDA being provided via a shared signalised junction with the new Eynsham Park and Ride.
- 7.51 The access options assessment also represents a minor departure in terms of access arrangements to Salt Cross from the A40, with the AAP envisaging a western roundabout rather than a signalised junction arrangement.

Implications for the Local Plan 2043

- 7.52 The updated access assessment represents a material change in circumstance from the previously endorsed West Eynsham Masterplan of 2022 and also the Salt Cross AAP as submitted in 2021.
- 7.53 The new Local Plan 2043 provides the opportunity to update the existing West Eynsham SDA allocation (along with Salt Cross) to reflect this and provide greater policy certainty for the landowners/developers involved. We anticipate that this will provide them with the confidence to come forward with planning applications for the remainder of the West Eynsham SDA as well as supporting a revised/updated outline application for Salt Cross.
- 7.54 In addition to the issue of access, the new Local Plan presents the opportunity to revisit the issue of the quantum of development expected to come forward at West Eynsham. The adopted Local Plan 2031 refers to 'about 1,000 homes' of which 237 have already been completed.
- 7.55 The 'residual' number of homes expected to come forward under the current Local Plan is therefore 763 (i.e. 1,000 – 237). However, the West Eynsham Masterplan endorsed by the District Council as a material planning consideration in 2022, demonstrates that there is capacity for around 950 homes without increasing the site boundary or losing any of the key policy requirements such as the new primary school, western spine road and green infrastructure. The total number of homes delivered would therefore be 1,187 (i.e. 237 already completed plus 950 still to come). There could also be potential to densify development to the west of Eynsham in alignment with future mass transit infrastructure such as CWORC.

CONSULTATION QUESTION 8 – DO YOU AGREE WITH THE PRINCIPLE OF UPDATING AND REFRESHING THE EXISTING ALLOCATION FOR THE WEST EYNSHAM SDA AS PART OF THE LOCAL PLAN 2043?

Y/N – PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

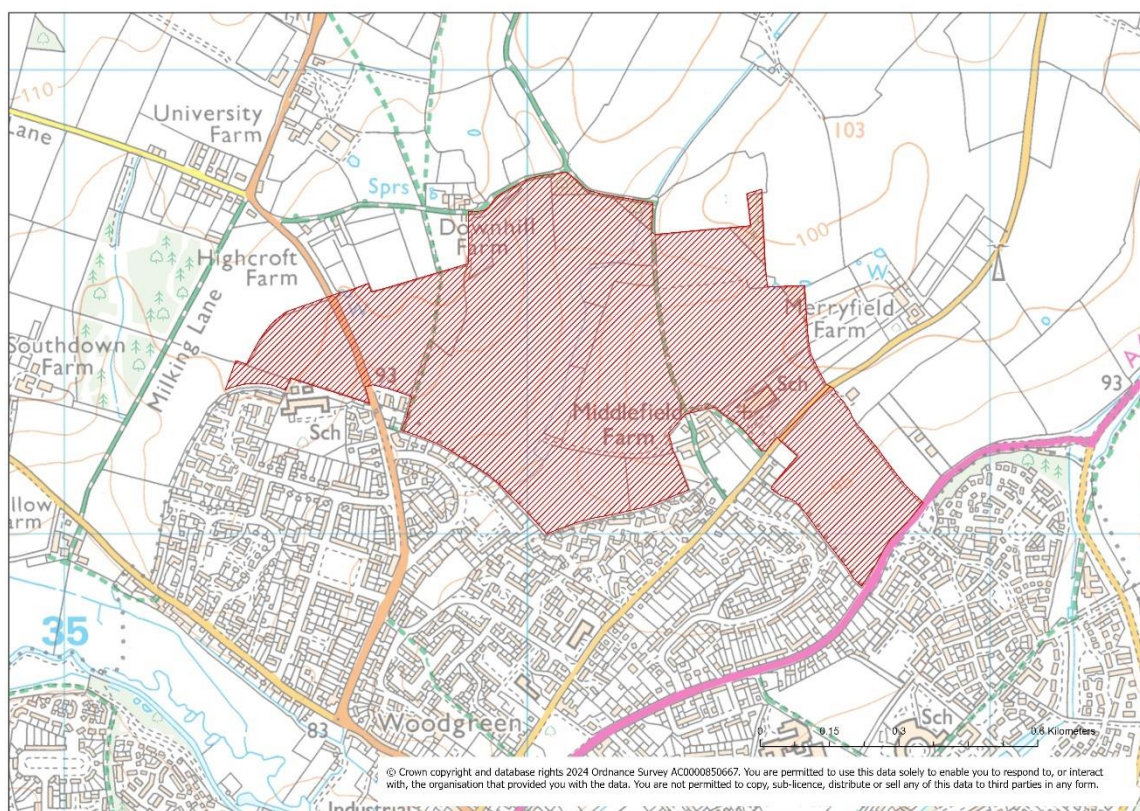
CONSULTATION QUESTION 9 - ASSUMING THE ALLOCATION WERE TO BE REFRESHED AND UPDATED, DO YOU AGREE THAT THIS SHOULD ADDRESS THE QUANTUM OF DEVELOPMENT AND THE UPDATED A40 ACCESS OPTIONS ASSESSMENT (JUNE 2025) PLUS ANY OTHER RELEVANT CHANGES IN CIRCUMSTANCE SINCE 2018?

Y/N – PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

North Witney Strategic Development Area

- 7.56 The North Witney Strategic Development Area (SDA) is allocated in the current Local Plan 2031 for the provision of about 1,400 homes. Policy WIT2 applies.

Figure 12 - North Witney Strategic Development Area



- 7.57 Whilst progress at North Witney has been relatively slow since the Local Plan was adopted in 2018 (primarily due to land assembly issues) an outline planning application (24/00482/OUT) has been submitted and is currently pending determination.
- 7.58 The application is for a residential-led, mixed-use development including a new primary school, community space/retail, open space and a new northern distributor road.
- 7.59 The information submitted with the application indicates that the site is capable of accommodating up to 1,250 new homes. This is lower than the 'about 1,400 homes' referred to in the Local Plan, largely a result of much of the central part of the site providing open space and flood risk mitigation.
- 7.60 Notably, the application does not seek to provide the West End Link, which is designated in the adopted Local Plan as a fundamental prerequisite for the comprehensive development of the site.
- 7.61 The applicants argue that the link is no longer necessary or appropriate, citing a shift in the County Council's transport policy from a 'predict and provide' model to a 'decide and provide' approach. They contend that greater emphasis should now be placed on promoting active travel, including the delivery of high-quality connections to Witney Town Centre.

- 7.62 Whilst the District Council acknowledges this policy shift, it does not preclude new highway infrastructure from coming forward, particularly where it would support the delivery of improved active travel and public transport opportunities.
- 7.63 In this regard, an options appraisal report prepared by consultants Pell Frischmann in 2023, considered a range of multi-modal options to improve the environment around Bridge Street in terms of air quality, congestion and active travel.
- 7.64 A total of 16 different options were evaluated, with the final recommended scheme based on the West End Link (WEL) operating as a two-way route for all vehicles, and a clockwise gyratory system encompassing West End, Bridge Street, Mill Street, and the WEL. This was identified as having the potential to help reduce congestion and improve air quality on Bridge Street, while also delivering dedicated cycle infrastructure, enhanced footways and crossing points, and improved bus priority measures and facilities along Bridge Street.

Implications for the Local Plan 2043

- 7.65 In light of the 2023 options appraisal report outlined above, the District Council continues to support the principal of delivery of the West End Link as a key piece of strategic transport infrastructure.
- 7.66 We are also aware that Oxfordshire County Council intend to commission further feasibility work study to help provide the council with a greater understanding and certainty around the deliverability, feasibility, delivery challenges/risks and estimated costs associated with the West End Link.
- 7.67 The new Local Plan 2043 presents an opportunity to refresh the existing North Witney SDA allocation, reflecting the number of homes now proposed (1,250 instead of 1,400) and reflecting any other material change in circumstances since the Local Plan 2031 was adopted in 2018.

CONSULTATION QUESTION 10 – DO YOU AGREE WITH THE PRINCIPLE OF UPDATING AND REFRESHING THE EXISTING ALLOCATION FOR THE NORTH WITNEY SDA AS PART OF THE LOCAL PLAN 2043?

Y/N – PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

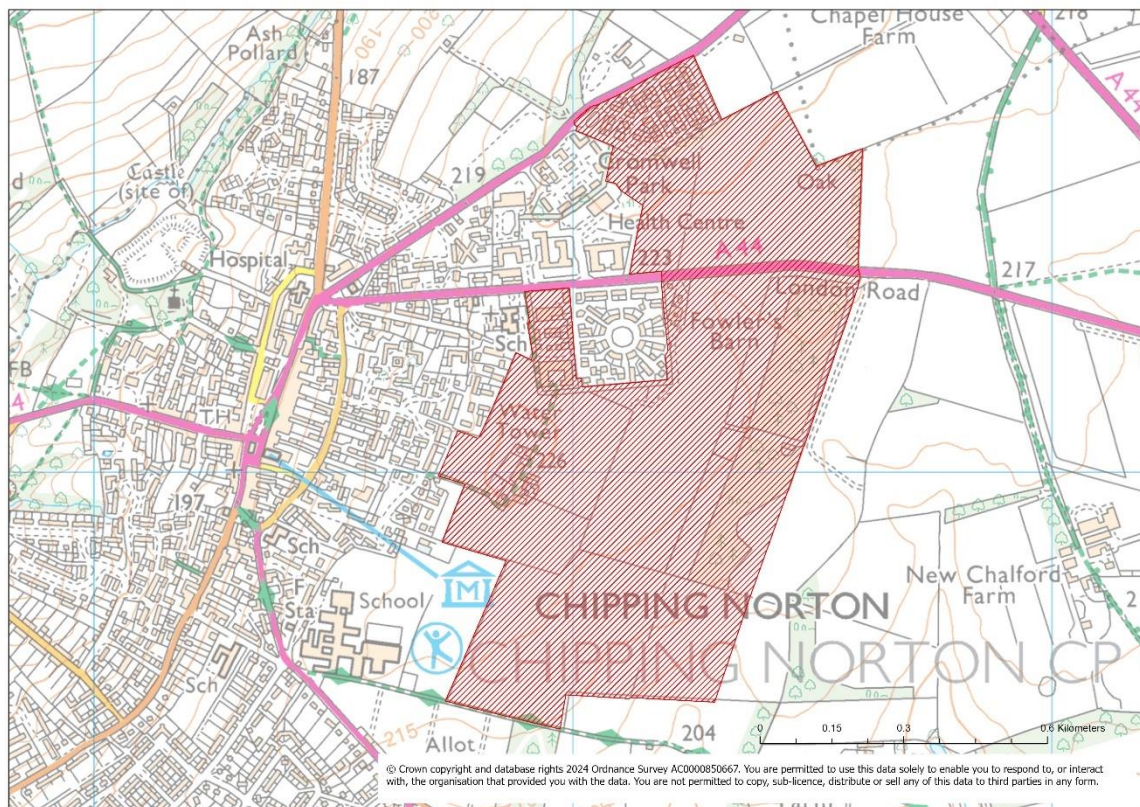
CONSULTATION QUESTION 11 – ASSUMING THE ALLOCATION WERE TO BE REFRESHED AND UPDATED, DO YOU AGREE THAT IT SHOULD REFLECT A REDUCED QUANTUM OF DEVELOPMENT (1,250 HOMES) PLUS ANY OTHER RELEVANT CHANGES IN CIRCUMSTANCE SINCE 2018?

Y/N – PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

East Chipping Norton SDA

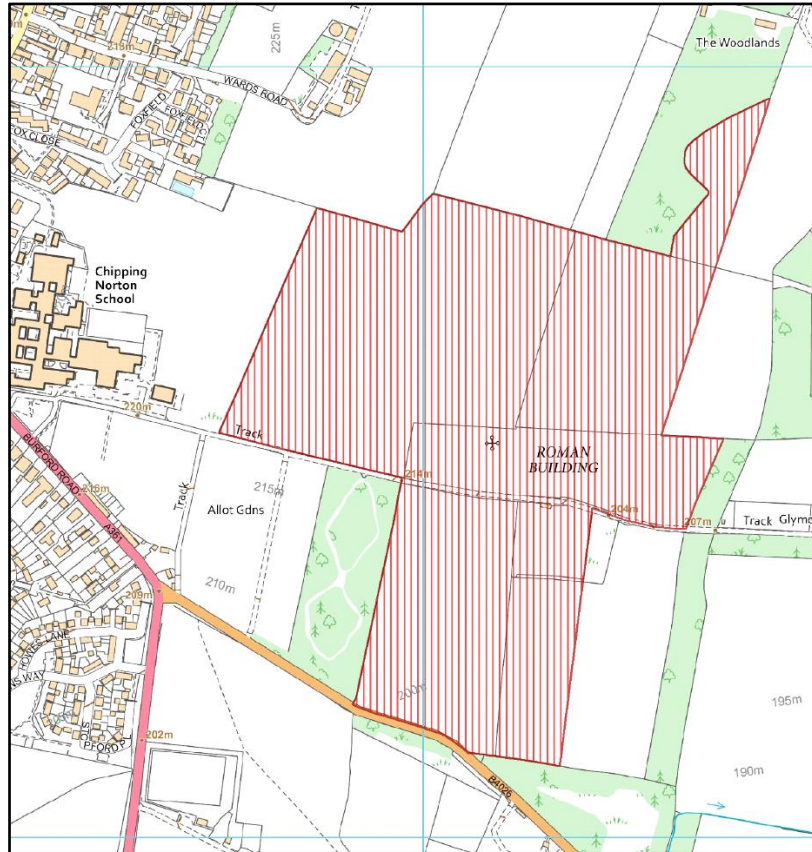
- 7.68 The land east of the Chipping Norton Strategic Development Area (SDA) is allocated in the current Local Plan 2031 for the provision of about 1,200 homes. Policy CN1 applies.

Figure 13 - East Chipping Norton SDA



- 7.69 The allocation has been implemented in part with 100 homes completed to the south of Banbury Road and 73 homes completed as part of a mixed-use development south of London Road.
- 7.70 In order to progress the delivery of the remainder, the two main landowners, Oxfordshire County Council Property and Facilities and CALA Homes initiated a joint masterplanning process in 2022, setting up a local liaison group including the Town Council.
- 7.71 However, shortly afterwards it became apparent through further detailed archaeological survey work that there are highly significant remains in the south-east corner of the site in the form of an Iron Age and Romano-British settlement. The masterplanning discussions were then paused to enable the implications of this to be more fully understood.
- 7.72 Historic England has since formally scheduled a significant part of the SDA. The extent of the scheduled monument designation is shown below and clearly has significant implications for the delivery of the SDA as envisaged in the current Local Plan 2031, including the proposed eastern link road.

Figure 14 - Scheduled Monument within East Chipping Norton SDA



- 7.73 Since the scheduling decision was made, District Council Officers have been in discussions with the two main landowners and Historic England in terms of how to proceed.
- 7.74 Importantly, the primary landowner (Oxfordshire County Council Property and Facilities) has indicated that it no longer wishes to bring forward the whole of the land it owns to the south of London Road.
- 7.75 Instead, the County Council is now working with another party (Rainier Developments) who control additional land to the north of London Road alongside the County Council's existing landholdings.
- 7.76 Part of this area (land south of Hit or Miss Farm) already has planning permission for 82 dwellings and the County Council and Rainier Developments have begun initial concept masterplanning work to understand the potential for further development in this location.

Implications for the Local Plan 2043

- 7.77 Given the significant delivery constraints to the delivery of the SDA as allocated in the current Local Plan, the Local Plan 2043 provides an appropriate opportunity to explore a smaller, revised allocation with a stronger focus on land to the north, primarily between London Road and Banbury Road. There may also be some scope for limited development to the south of London Road, particularly adjacent to the existing Parkers Circus residential area.
- 7.78 A broad, initial estimate of development capacity in this location (assuming the previously identified 5 hectares of business land were to be retained) is around 750 homes.
- 7.79 Further work is needed to more fully confirm the likely capacity and to understand the implications of a reduced quantum of development, including whether a new primary school would still be needed as well as the traffic and air quality implications of not delivering the previously envisaged eastern link road.

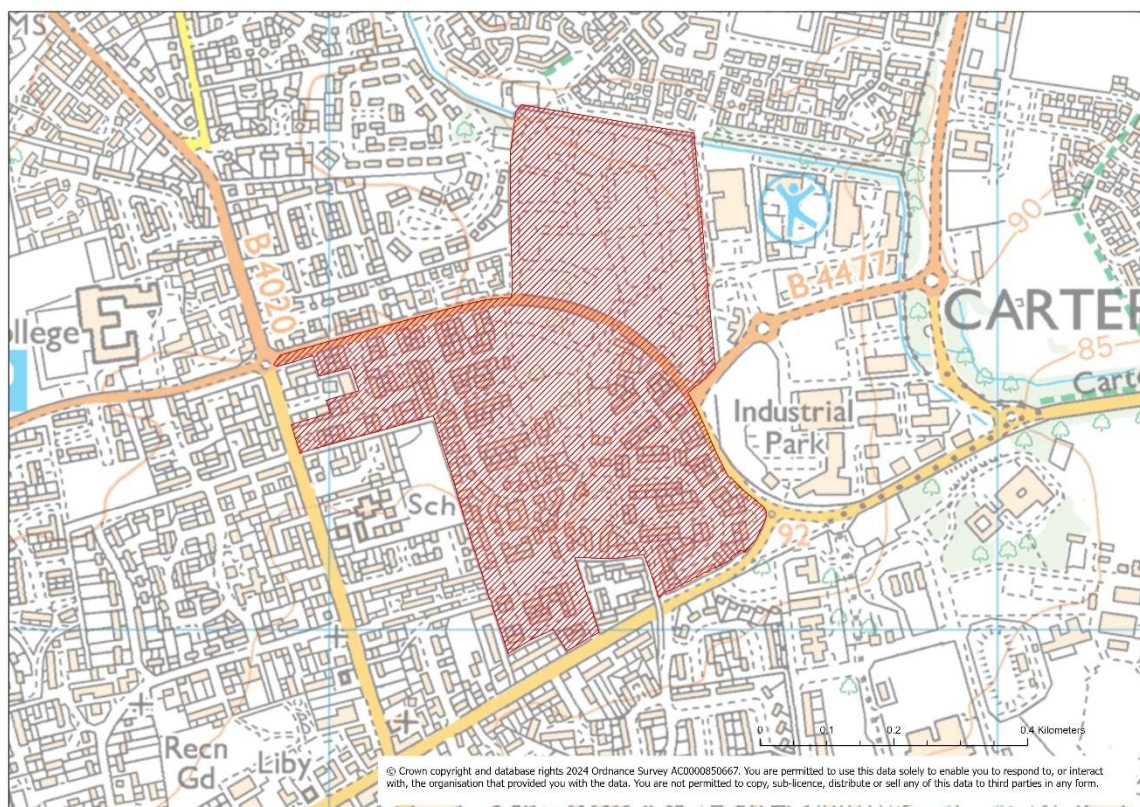
CONSULTATION QUESTION 12 – DO YOU AGREE WITH THE PRINCIPLE OF UPDATING AND REFRESHING THE EXISTING ALLOCATION FOR THE EAST CHIPPING NORTON SDA AS PART OF THE LOCAL PLAN 2043?
Y/N – PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

CONSULTATION QUESTION 13 – ASSUMING THE ALLOCATION WERE TO BE REFRESHED AND UPDATED, DO YOU AGREE THAT THIS SHOULD BE BASED ON A REDUCED QUANTUM OF DEVELOPMENT WITH A NORTHERN FOCUS PRIMARILY ON THE LAND BETWEEN LONDON ROAD AND BANBURY ROAD PLUS ANY OTHER RELEVANT CHANGES IN CIRCUMSTANCE SINCE 2018?
Y/N – PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

REEMA North and Central, Carterton

- 7.80 The REEMA North and Central site is allocated in the current Local Plan 2031 for the provision of about 300 homes. Policy CA1 applies. The allocation has been implemented in part, with 81 new dwellings (net gain) having been completed at REEMA Central. A further application for an additional 82 dwellings is currently pending determination (24/01835/OUT).

Figure 15 - REEMA North and Central



- 7.81 REEMA North also has a long-standing planning permission for 200 new homes but is expected to be superseded by a new application. Recent pre-application discussions have taken place with the DIO and its development partner, and the current expectation is that a revised scheme of c. 220 homes will be submitted soon.

Implications for the Local Plan 2043

- 7.82 Given the allocation has already been implemented in part and there is clear and active progress in bringing forward the remainder, we consider it appropriate to update and refresh the current site allocation, whilst retaining the overall quantum of development at around 300 homes.

CONSULTATION QUESTION 14 – DO YOU AGREE WITH THE PRINCIPLE OF UPDATING AND REFRESHING THE EXISTING ALLOCATION FOR REEMA NORTH AND CENTRAL AS PART OF THE LOCAL PLAN 2043?
Y/N – PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

CONSULTATION QUESTION 15 – ASSUMING THE ALLOCATION WERE TO BE REFRESHED AND UPDATED, DO YOU AGREE THAT THIS SHOULD CONTINUE TO BE BASED ON AN ASSUMED QUANTUM OF 300 HOMES PLUS ANY OTHER RELEVANT CHANGES IN CIRCUMSTANCE SINCE 2018?
Y/N – PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

Summary of Local Plan 2031 Strategic Allocations

- 7.83 In summary, assuming the existing 2031 Local Plan allocations were to be refreshed and updated as outlined above, they could reasonably be expected to deliver 5,375 homes in the period up to 2043 as follows:

Table 8 - Summary of Local Plan allocations

Site	Number of homes built by 2043
Salt Cross Garden Village	2,125
West Eynsham SDA	950
North Witney SDA	1,250
East Chipping Norton SDA	750 ¹²
REEMA North and Central	300
Total	5,375

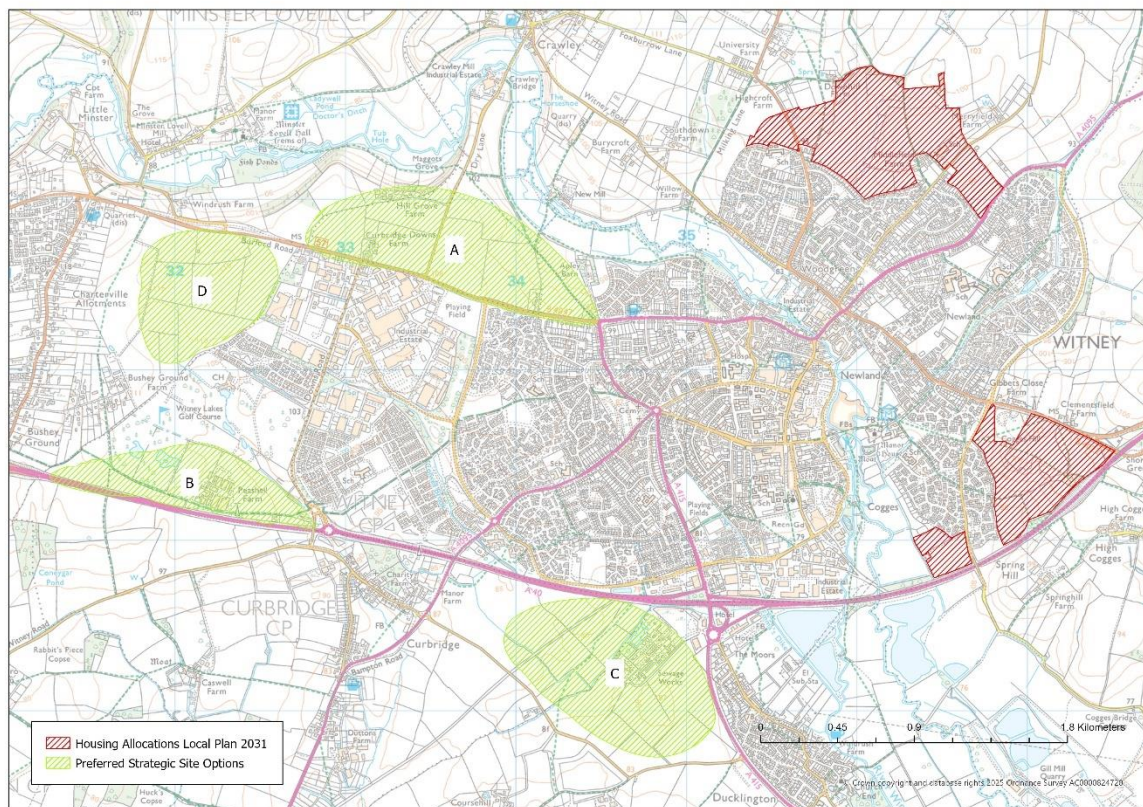
- 7.84 Based on the proposed overall supply of 18,000 homes and taking account of existing commitments and anticipated windfall, this would mean around 8,000 new homes having to be identified through new site allocations.
- 7.85 The remainder of this section outlines a number of strategic-scale spatial options that are considered to be potentially suitable for allocation as part of the new Local Plan 2043.

¹² Updated strategic allocation considered under preferred Spatial Options below but updated quantum of development considered here.

Preferred Strategic Site Options

Witney Preferred Strategic Development Sites

Figure 16 - Witney Preferred Strategic Spatial Locations



AREA A – Land North of Burford Road, Witney

Proposed Land use	Residential
Capacity Range	600 – 800 dwellings

- 7.86 Located to the north west of Witney and situated on the northern side of the Burford Road, development in this location would extend the built form of Witney to the west along the southern slopes of the Windrush Valley.
- 7.87 This broad area for development could potentially deliver up to 800 dwellings across a number of land parcels to the east and west of Dry Lane. The broad location spans the parishes of Witney and Curbridge.
- 7.88 There are a number of sensitivities associated with this location including landscape and heritage sensitivities, existing highways constraints, ecology, flood risk and infrastructure capacity.
- 7.89 This site lies in an area of archaeological interest and potential, with Iron Age, Neolithic and Saxon findings recorded in the vicinity of the area.

- 7.90 This area has been identified as a preferred location as it would be consistent with the Local Plan Spatial Strategy. It is situated in close proximity to existing employment opportunities. The area is served by public transport (234 bus service linking Witney town centre and Burford) and there are existing public rights of way that could provide good sustainable linkages into the town. The bus destined for Oxford does not stop on Burford Road, meaning the closest bus stop for journeys to Oxford is over 1 mile from the development
- 7.91 Development in this location would have to be planned with robust green infrastructure including strengthened landscape structure to soften the appearance of the built form in views from the north across the Windrush Valley. Ecological enhancements would be required to contribute to the aims of the Oxfordshire Nature Recovery Strategy, with opportunities for enhancement through the Windrush Valley. Substantial tree planting on the sides of the Windrush Valley could deliver multiple benefits for landscape, ecology and potentially slowing greenfield run off rates of surface water, reducing the threat of flood risk downstream as a result of the development. There would also be potential to deliver recreation facilities including new sports pitches within the site, particularly in the most sensitive landscape parts of the development area.
- 7.92 The Burford Road is recognised as a highly trafficked route, with over 10,000 annual average daily total traffic movements on the road immediately adjacent to the proposed development area. The B4047 experiences significant traffic numbers to both the east and west of the proposed development area, but particularly to the east towards Mill Street and onwards to Bridge Street which is a particular traffic pinch point for Witney. Dry Lane is heavily trafficked both in terms of access to industrial estates and Crawley Village as well as often being used as a rat run for traffic avoiding congestion in Witney,
- 7.93 Highway infrastructure improvements will be required to mitigate the impacts of development on the road network. It is likely that the scale of development in this location would have to make a financial contribution to improvements in highway infrastructure for Witney to mitigate the impacts of development in this location.
- 7.94 Waste Water arising from development in this location would be treated at Witney Sewage Treatment Works. Dry Weather Flows at Witney Sewage Treatment Works are already exceeded 80% of the time, so investment will be required to improve the capacity of the sewage treatment works.
- 7.95 The Patient List Size for the Windrush Medical Practice in 2024 was 21,262 patients, while the gross internal area of the practice was 1,602m². This suggests a Gross Internal Area per patient ratio of 0.08 which is consistent with NHS England size and space standards.

CONSULTATION QUESTION 16 – AREA A

DO YOU CONSIDER THIS TO BE A SUITABLE LOCATION FOR STRATEGIC SCALE DEVELOPMENT? Y/N – PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

AREA B – Land west of Downs Road, Witney (Peashell Farm)	
Proposed Land use	Employment
Capacity Range	10 Hectares

- 7.96 This is considered to be a suitable location for employment focused development due to the close spatial relationship with Witney's principal employment area around Downs Road and due to its proximity and access to the A40.
- 7.97 Land in this area has been promoted for residential use but due to its relative isolation from the town and existing services and facilities, as well as likely amenity impacts that would arise due to proximity to the A40, Officers consider it to be less suitable for residential development.
- 7.98 Development in this location could potentially result in impacts on traffic flow around in Witney and around nearby junctions as well as on the A40 and would need to be assessed cumulatively with other developments to identify appropriate mitigation measures. The location is not currently well served by public transport with existing bus stops some 800 - 1,000m away.
- 7.99 The area is one of archaeological interest with a rich record of features dating from the Neolithic, Bronze Age and Iron Age, and it is likely that the cropmark features identified in the area are from the later prehistoric period.

CONSULTATION QUESTION 17 – AREA B
DO YOU CONSIDER THIS TO BE A SUITABLE LOCATION FOR STRATEGIC SCALE DEVELOPMENT? Y/N – PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

AREA C – Land South of Witney	
Proposed Land use	Residential
Capacity Range	600 – 800 dwellings

- 7.100 This area has long been promoted for residential development across successive Local Plans. Residential development in this location would be consistent with the spatial strategy although it would straddle the parishes of Ducklington and Curbridge and is disjointed from the built-up area of Witney due to the segregating effect of the A40.

- 7.101 Development has spilled out from Witney in recent years into the strategic gap that was previously defined to protect the separate identity of Witney and Ducklington. The development of the Travel Lodge and Lidl supermarket at the Ducklington Roundabout have added to the previously existing development in the vicinity including the Four Pillars Hotel, petrol filling station, abattoir and sewage treatment works.
- 7.102 There has been a recent approval for a business development at the former Countrywide site and there is a solar farm currently under construction to the south of the site. The northern part of the parish of Ducklington has seen a concentrated focus of mixed development in recent years and this has dramatically altered the character of the area.
- 7.103 Outline Permission for mixed use development including up to 385 residential dwellings in this area was refused (22/01384/OUT) due to conflict with Policy OS2 of Local Plan 2031 as well as the amenity impacts that would likely rise from neighbouring land uses.
- 7.104 A judgement needs to be made as to whether this is a sustainable location for further concentrations of development, particularly for housing.
- 7.105 Area C is low lying and relatively flat. It is well contained in terms of landscape and relatively unconstrained in terms of heritage value, although there is a strong possibility that there are remains of archaeological importance in the area. The low-lying nature of the land mean that the area is susceptible to surface water flooding and proximity to the sewage treatment works and abattoir mean that there would likely be amenity impacts on future residents particularly in terms of odour.
- 7.106 The area is accessible to services and facilities to the south of the A40 a result of the concentration of development around Ducklington roundabout. Other services beyond the A40 at Witney are relatively inaccessible via sustainable means due to the segregating effect of the busy local road network, although there is a public rights of way network which could guide residents via safer routes. The eastern part of the site is served by the X9 and number 19 bus services which connect to Witney, Carterton and Oxford via neighbouring villages.
- 7.107 Area C lies within the Carterton-Witney-Eynsham Rail corridor. If the railway or other mass transit is confirmed, this site would be suitable for a station or major transport node, and its capacity for housing and employment would be greatly enhanced
- 7.108 Waste Water arising from development in this location would be treated at Witney Sewage Treatment Works. Dry Water Flows at Witney Sewage Treatment Works are already exceeded 80% of the time, so investment will be required to improve the capacity of the sewage treatment works.

CONSULTATION QUESTION 18 – AREA C
DO YOU CONSIDER THIS TO BE A SUITABLE LOCATION FOR STRATEGIC SCALE
DEVELOPMENT? Y/N – PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

AREA D – Land West of Witney	
Proposed Land use	Residential
Capacity Range	600 – 800 dwellings

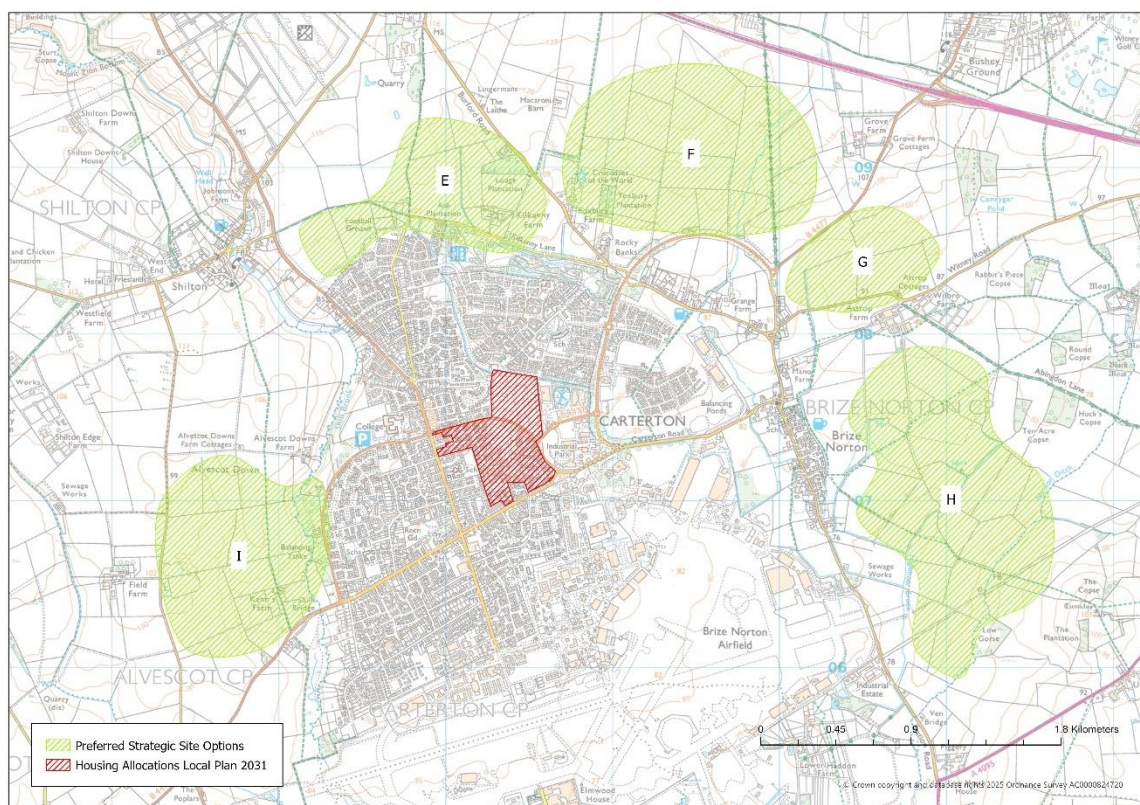
- 7.109 Development at the edge of Witney has grown the town to the west over a number of decades with successive new housing estates added as urban extensions to the town. Deer Park was followed by development at Coral Springs and Thorney Leys before more recent development at Windrush Place and Colwell Green. Although there remains a further outstanding planning permission for 75 dwellings to the west of Downs Road, it feels as though Witney has reached its furthest western extent at this stage. Further westward development would start to erode the gap between Witney, Curbridge and Minster Lovell and start to result in the likely coalescence of nearby settlements.
- 7.110 Having said that, with reconfiguration of land uses to the west of Witney, there could be potential to establish a permanent green gap to the west of Witney by expanding or realigning the existing golf course within the green gap
- 7.111 The landscape to the west of Witney is relatively flat and as it sits on a plateau, is less exposed than land to the north within the Windrush Valley or land to the south within the Thames Valley.
- 7.112 Development in this location would be broadly consistent with the spatial strategy as it is situated on the edge of Witney and is located in close proximity to existing employment opportunities to the west of the town. The area is situated adjacent to the 234 bus service which operates along the B4047, a heavily trafficked route to the north of the development area with up to 10,000 annual average daily total traffic movements¹³.
- 7.113 Waste Water arising from development in this location would be treated at Witney Sewage Treatment Works. Dry Water Flows at Witney Sewage Treatment Works are already exceeded 80% of the time, so investment will be required to improve the capacity of the sewage treatment works.

CONSULTATION QUESTION 19 – AREA D
DO YOU CONSIDER THIS TO BE A SUITABLE LOCATION FOR STRATEGIC SCALE DEVELOPMENT? Y/N – PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

¹³ Baseline Transport Report OCC

Carterton Preferred Strategic Site Options

Figure 17 - Carterton Preferred Strategic Spatial Locations



AREA E – North of Carterton (Brize Norton and Shilton)

Proposed Land use	Residential
Capacity Range	700 – 800 dwellings

- 7.114 Land in this area has been promoted for development over many years but a number of agents and site promoters. Previously ruled out in favour of development to the east of Carterton within Brize Norton parish, it was considered that development in this location would be disjointed from the nearby principal settlement, would be harmful in landscape terms and was limited by a constrained local highway network.
- 7.115 This preferred location would represent development of a standalone community near to the principal town of Carterton and would be consistent with the Local Plan spatial strategy, although development would be focused within the parishes of Shilton and Brize Norton.
- 7.116 There is an opportunity for reconfiguration of land uses, particularly around Carterton Football Club, to deliver a comprehensive development opportunity in the area within a strengthened landscape framework, with improved highway access and with improved walking and cycling routes to neighbouring areas. Key sensitivities relate to ecology, landscape, minerals resources and proximity to Shilton Conservation Area in the western part of the area.

- 7.117 The eastern part of the site also has a range of sensitivities and is currently part of the unspoilt countryside to the north of Carterton within Brize Parish. The area is better contained in landscape terms however and could accommodate development within a strong landscape structure.
- 7.118 Development in this location would have to be planned in the context of the local topography and restricted from expanding too far north onto the higher, more exposed ground to the north of Carterton. Restricting development to below the 110m contour to minimise intervisibility in the wider landscape. Development would likely impact on the rural setting of Carterton Country Park.
- 7.119 There are remains of Iron Age and Roman archaeological interest within the development area and the whole development area would need to be subject to further assessment.
- 7.120 There would likely be significant traffic impacts arising from this scale of development in this location and would therefore have to be planned in the context of wider 'access to Carterton' measures to avoid isolation and car dependency. Improvements to walking and cycling infrastructure would be required to link development to Carterton and to link effectively to public transport services to the east of the area at Monahan Way.
- 7.121 Development in this location would likely discharge to Witney or Carterton Sewage Treatment Work. All sewage treatment works in the locality are currently operating beyond their permitted limits and so significant infrastructure requirements would be required to support development in this location.
- 7.122 Development would have to be phased in a manner that allowed infrastructure upgrades to be delivered in advance, unless alternative solutions to wastewater capacity constraints could be delivered within the site.

CONSULTATION QUESTION 20 – AREA E
DO YOU CONSIDER THIS TO BE A SUITABLE LOCATION FOR STRATEGIC SCALE DEVELOPMENT? Y/N – PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

AREA F – North East of Carterton (Brize Norton)	
Proposed Land use	Residential
Capacity Range	1,500 – 2,500 ¹⁴ dwellings

- 7.123 This development area represents a significant opportunity to deliver strategic scale development in a sustainable location that is consistent with the Local Plan Spatial Strategy.

¹⁴ Upper limit of development would be beyond Local Plan timescale and would be contingent on delivery of mass transit infrastructure delivery

- 7.124 There is significant area of land promoted for development within Brize Norton Parish that could make a significant contribution to housing and economic development requirements. Although disjointed from existing settlements, it is considered that development could be planned in this location as a standalone community delivering necessary community infrastructure within the development as well as enhanced sustainable connectivity to existing services and networks within the locality.
- 7.125 Delivering development in this location would likely require significant lead in times to deliver enabling infrastructure prior to development commencing. It is likely that development within Brize Norton Parish would be phased towards the latter part of the Plan period and could form part of the Plan beyond the Local plan timescale towards 2050. It is considered that only the lower end of the range for this site is likely to be deliverable within the Local Plan timeframe. Larger scale development could be delivered but would be longer term and would have to be linked to mass transit infrastructure such as CWORC to mitigate impacts on the highway network.
- 7.126 The area relates well to existing public transport (bus) provision and there would likely be opportunities to expand and improve networks through development in this location.
- 7.127 A key feature of this area is the sloping nature of the land which slopes from a high point of approximately 130m AOD in the north to approx. 95m adjacent to Monahan Way. Development would have to work in the context of the topography of the area to limit landscape impacts and should be planned within a robust Green Infrastructure Network to deliver landscape, ecology and recreational benefits.
- 7.128 Development in this location would likely discharge to Witney Sewage Treatment Works although could also potentially be directed to Carterton or Bampton Sewage Treatment Works. All sewage treatment works in the locality are currently operating beyond their permitted limits and so significant infrastructure requirements would be required to support development in this location.
- 7.129 Infrastructure enhancements would be required to support development in this area and the potential for additional connection to the A40 should be explored to mitigate impacts on the existing highway network. There is also potential for development in this location to support the future delivery of a rail connection between Carterton, Witney and Oxford.

CONSULTATION QUESTION 21 – AREA F
DO YOU CONSIDER THIS TO BE A SUITABLE LOCATION FOR STRATEGIC SCALE
DEVELOPMENT? Y/N – PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

AREA G – North East of Carterton (Brize Norton)	
Proposed Land use	Employment
Capacity Range	10 Hectares

- 7.130 This is considered to be a suitable location for employment focused development due to the close spatial relationship with Brize Norton Air Base, the potential to link to future mass transit infrastructure (CWORC) and its relationship with a growing population base if neighbouring preferred locations for residential development are delivered.
- 7.131 The UK Defence Infrastructure Strategy identifies the Oxford to Cambridge Growth Corridor as a High-Growth-Potential Frontier Industry Cluster and specifically identifies RAF Brize Norton as a strategic site and anchor for defence and dual-use innovation. Employment land is currently limited in proximity to RAF Brize Norton. Focussing employment development in this location would be consistent with the Local Plan spatial strategy and could help support the objectives of the national strategy for defence infrastructure.
- 7.132 The area is similar in landscape characteristics to Area B and slopes steeply up to the north. Development should be confined to the lower slopes to minimise impacts to landscape and long-distance views to and from the area.

CONSULTATION QUESTION 22 – AREA G
DO YOU CONSIDER THIS TO BE A SUITABLE LOCATION FOR STRATEGIC SCALE DEVELOPMENT? Y/N – PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

AREA H – East of Brize Norton	
Proposed Land use	Residential
Capacity Range	1,500 – 2,500 ¹⁵ dwellings

- 7.133 Land to the east of Brize Norton is another area with long term growth potential provided it delivers significant infrastructure improvements and protects the integrity of Brize Norton Village.
- 7.134 This preferred option has been selected on the basis that it can deliver residential development along with highways improvements potentially bypassing the centre of Brize Norton Village. It is less compatible with the Local Plan Spatial Strategy and would represent strategic scale growth at a large village, but it is considered to have long term potential as part of a cluster of communities in proximity to Carterton and future transport connectivity.
- 7.135 Development in this location would represent a standalone community with connectivity into existing community infrastructure in both existing and new neighbouring communities. The area is not well located for Carterton amenities so would require additional amenities to be delivered as part of comprehensive development in the area.

¹⁵ Upper limit of development would be beyond Local Plan timescale and would be contingent on delivery of mass transit infrastructure delivery

- 7.136 Development would also need to be accompanied by improvements to public transport service provision, extensive new walking and cycling infrastructure and improved access to the A40 combined with a mobility hub. This would help promote use of sustainable travel modes by residents and mitigate highway network impacts.
- 7.137 Delivering development in this location would likely require significant lead in times to deliver enabling infrastructure prior to development commencing. It is likely that development within Brize Norton Parish would be phased towards the latter part of the Plan period and could form part of the Plan beyond the Local plan timescale towards 2050. It is considered that only the lower end of the range for this site is likely to be deliverable within the Local Plan timeframe. Larger scale development could be delivered but would be longer term and would have to be linked to mass transit infrastructure such as CWORC to mitigate impacts on the highway network.
- 7.138 Development in this location would likely discharge to Witney Sewage Treatment Works although could also potentially be directed to Carterton or Bampton Sewage Treatment Works. All sewage treatment works in the locality are currently operating beyond their permitted limits and so significant infrastructure requirements would be required to support development in this location.
- 7.139 The area is located within a minerals safeguarding area.

CONSULTATION QUESTION 23 – AREA H
DO YOU CONSIDER THIS TO BE A SUITABLE LOCATION FOR STRATEGIC SCALE DEVELOPMENT? Y/N – PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

AREA I – Land at West Carterton (Alvescot)	
Proposed Land use	Residential
Capacity Range	600 – 1,000 dwellings

- 7.140 Area I has been promoted for development over many years but has previously been ruled out in preference of development to the east of Carterton.
- 7.141 This area is disjointed from the built-up area of Carterton although development in this location would be broadly consistent with the Local Plan Spatial Strategy. It would be planned as a standalone community with enhanced linkages into Carterton.
- 7.142 There are landscape, heritage and ecological constraints associated with this location. The Shill Brook in particular is a key barrier to integration with the western side of Carterton. Development to the west of the Shill Brook will result in landscape and visual harm to the wider landscape. Development would need to be planned as a standalone community, with links back to Carterton as a key green infrastructure feature to be enhanced as a contribution to the Local Nature Recovery Strategy.

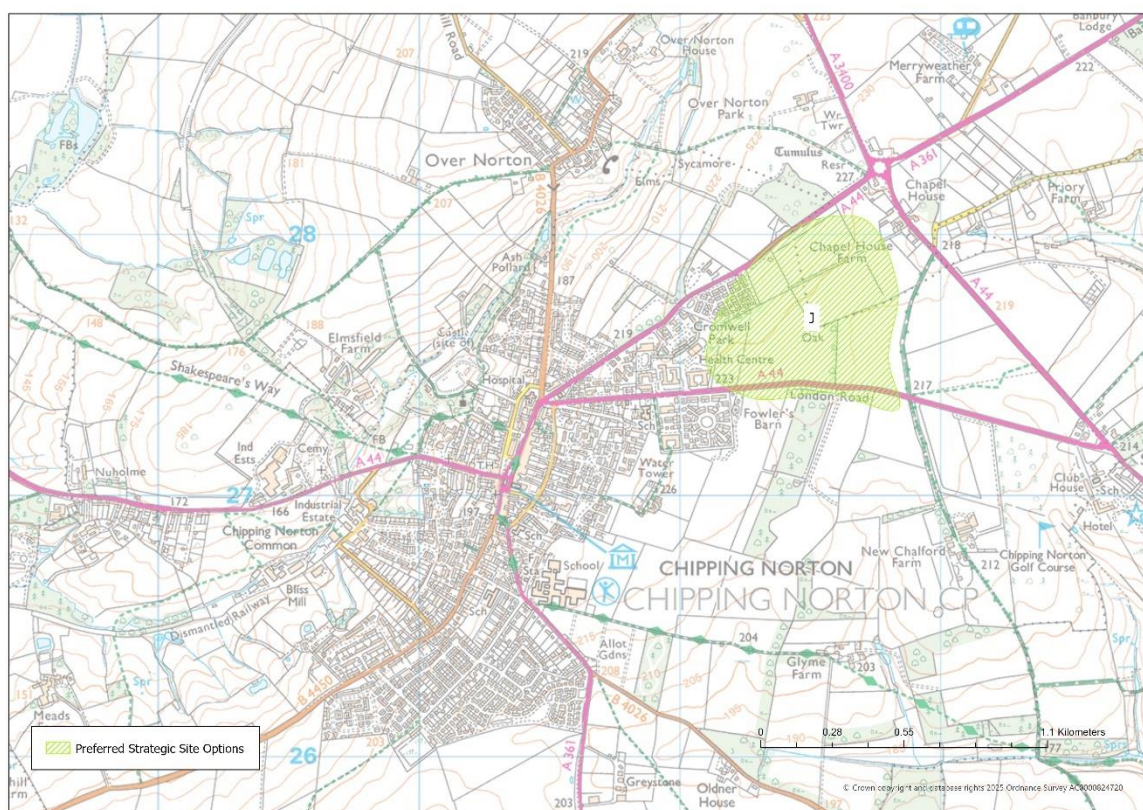
7.143 The area is relatively isolated from the public transport network also and would require enhancements to improve connectivity and reduce isolation and car dependency for communities in the area.

CONSULTATION QUESTION 24 – AREA I

DO YOU CONSIDER THIS TO BE A SUITABLE LOCATION FOR STRATEGIC SCALE DEVELOPMENT? Y/N – PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

Chipping Norton Preferred Strategic Site Options

Figure 18 - Chipping Norton Preferred Strategic Spatial Locations



AREA J – East Chipping Norton

Proposed Land use	Residential
Capacity Range	750 dwellings ¹⁶

7.144 Area J represents a revised Local Plan allocation for development to the east of Chipping Norton.

¹⁶ Counted as part of revised east Chipping Norton allocation

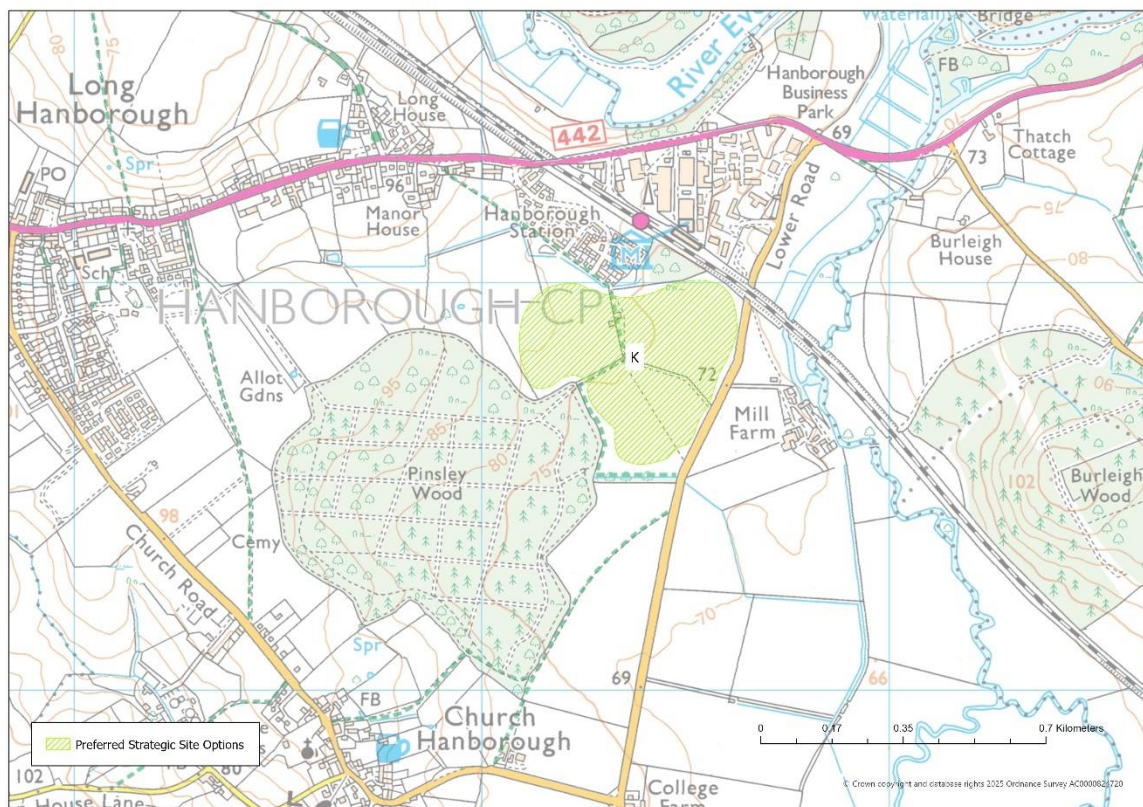
- 7.145 The existing allocation for 1,200 dwellings to the south of London Road is constrained by the extent of the Scheduled Monument in the area and it is therefore not appropriate to carry the allocation forward in its current form.
- 7.146 The area to the north of London Road is relatively unconstrained and situated outside of the Cotswolds National Landscape.
- 7.147 Development in this location would relate reasonably well to the existing built-up area of Chipping Norton provided the eastern extent of development isn't located too far east, so as to undermine the rural setting of the town. It is also recognised that the sloping nature of land to the east of Chipping Norton means that access to the town centre might be challenging for those with mobility issues.
- 7.148 There is a Local Cycling and Walking Infrastructure Plan (LCWIP) for Chipping Norton which identifies a number of cycle and walking network improvements for the town. Extensive improvements to active travel are required to minimise car use into the town centre, but development in this location has the potential to link into and contribute to identified improvements.
- 7.149 Development in this location would be primarily residential, but the intention would be to retain the existing 5 ha of employment land as part of the revised allocation to provide a much needed business opportunity for the town.
- 7.150 Development in this location would discharge into the Chipping Norton Sewage Treatment Works which has limited capacity to accommodate new growth. Development in this location would need to be planned in conjunction with necessary infrastructure to support growth.
- 7.151 The east Chipping Norton area is well served by bus connections linking with Chipping Norton Town Centre and other settlements including Woodstock and Oxford. Additional stops to serve the S3 service would likely be required on London Road.
- 7.152 The cumulative impact of development in this location with other spatial options will need to be mitigated, particularly in terms of highway safety. The double roundabout linking A44 London Road / Banbury Road / Over Norton Road / Horse Fair is already not conducive to active travel and existing issues would be exacerbated by more development in this area.

CONSULTATION QUESTION 25 – AREA J

DO YOU CONSIDER THIS TO BE A SUITABLE LOCATION FOR STRATEGIC SCALE DEVELOPMENT? Y/N – PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

Long Hanborough Preferred Strategic Site Options

Figure 19 - Long Hanborough Preferred Strategic Spatial Option



AREA K – Land South West of Hanborough Station

Proposed Land use	Residential
Capacity Range	300 dwellings

7.153 Long Hanborough is classified as a Tier 2 Service Centre and the Spatial Strategy therefore acknowledges that the settlement is suitable for a proportionate level of growth appropriate to its size and to support its local service function, with a particular emphasis on good public transport accessibility.

7.154 The Council acknowledges that Long Hanborough has been subject to quite significant growth since 2011 which has altered the character of the settlement in certain locations and although investment has been made in infrastructure to support new development, there are existing issues with transport, utilities and community infrastructure that need to be resolved with any future plans for the community. Developments at Olivers Garage, Church Road, south of Hanborough Station and south of Witney Road to the west of the village have been completed and there is a further scheme for 150 dwellings that has been approved but is yet to commence.

- 7.155 This preferred spatial option is considered to be consistent with the Local Plan spatial strategy, as it focuses development at Hanborough station and therefore seeks to maximise opportunities for use of rail infrastructure. It is recognised however, that this location has a number of environmental and heritage sensitivities, relating to its proximity to the Ancient Woodland at Pinsley Wood and its historic landscape character. Development in this location will need to be planned and phased in such a way that it protects and enhances the settlement character of Long Hanborough, contributes to nature recovery and natural capital within the site and adjoining area and is supported by necessary investment in infrastructure.
- 7.156 Development in this location would be predominantly residential led, although there is potential to deliver connectivity improvements to the south of the village from Lower Road and to link into Hanborough station. Hanborough Station plays an important role as a mobility hub for West Oxfordshire communities and will be a focus for investment, both to improve the frequency of rail services operating from the station and to improve connectivity to it. There is an opportunity to align new residential development with wider plans for a mobility hub at Hanborough Station.
- 7.157 The A4095 between North Leigh and Hanborough is a highly trafficked route with over 10,000 annual average daily traffic flows along the route. Annual average daily traffic flows fall to less than 4,000 between Hanborough and Bladon, suggesting that traffic may terminate at Hanborough station or take alternative southern routes from the A4095 to join the A40¹⁷.
- 7.158 Hanborough Railway Station has the highest volume of passenger numbers of any station in West Oxfordshire (286,402 in 2023/34). Passenger numbers grew from around 119,000 in 2011 to 271,000 in 2016 and are at an all-time high. Accessibility to the station is an issue, particularly in terms of constrained car parking availability and poor integration with other forms of public transport such as bus provision.
- 7.159 Waste Water treatment capacity at Hanborough is a significant issue to be resolved affecting the health and wellbeing of communities and the natural environment. Church Hanborough Sewage Treatment works currently has no capacity to accommodate additional flows arising from new development and has been operating outside its permit in recent years.
- 7.160 Dry weather flows at the Church Hanborough STW are exceeded over 90% of the time and clearly operates in breach of its permits. This has led to degradation of water quality within the River Evenlode catchment. Wastewater treatment capacity needs to be increased to accommodate any new development. New development must be phased in such a way that infrastructure capacity is delivered first.
- 7.161 Hanborough is relatively well served by community infrastructure with capacity available for students at the primary school, a modern GP facility with adequate floorspace for the patient list size, dentist, café, shop, community and recreation spaces and employment sites.

¹⁷ <https://www.westoxon.gov.uk/media/1kynzjlx/oxfordshire-county-council-transport-existing-conditions-report-june-2025.pdf>

- 7.162 The preferred development site is in an environmentally sensitive location with historic landscapes, proximity to ancient woodland and a strong relationship with areas identified for ecological enhancement. Development in this location must be planned in the context of a robust green infrastructure network. Significant opportunity to take a high-quality green infrastructure-led approach to development incorporating opportunities from the Local Nature Recovery Strategy.

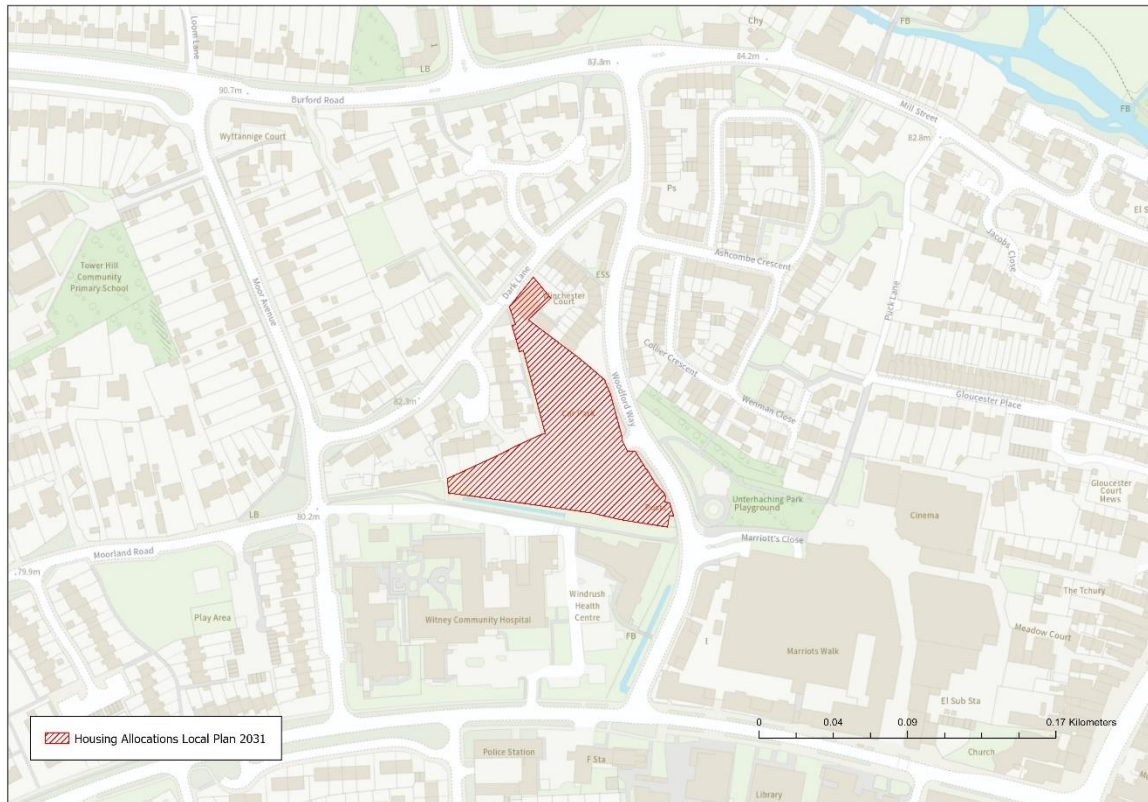
CONSULTATION QUESTION 26 – AREA K
DO YOU CONSIDER THIS TO BE A SUITABLE LOCATION FOR STRATEGIC SCALE DEVELOPMENT? Y/N – PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

8. Other Spatial Options

- 8.1 In this section we focus on other spatial options to meet the housing and economic development requirements of the Local Plan.
- 8.2 For residential development, in accordance with the classification outlined earlier in section 5, other spatial options are considered to be medium and large scale and capable of accommodating between 11 and 299 homes.
- 8.3 For ease of reference, this paper first deals with existing adopted allocations from the Local Plan 2031, before considering other spatial options that have been identified as potentially suitable for allocation through the new Local plan 2043.

Woodford Way Car Park

Figure 20 - Woodford Way Non-Strategic Allocation



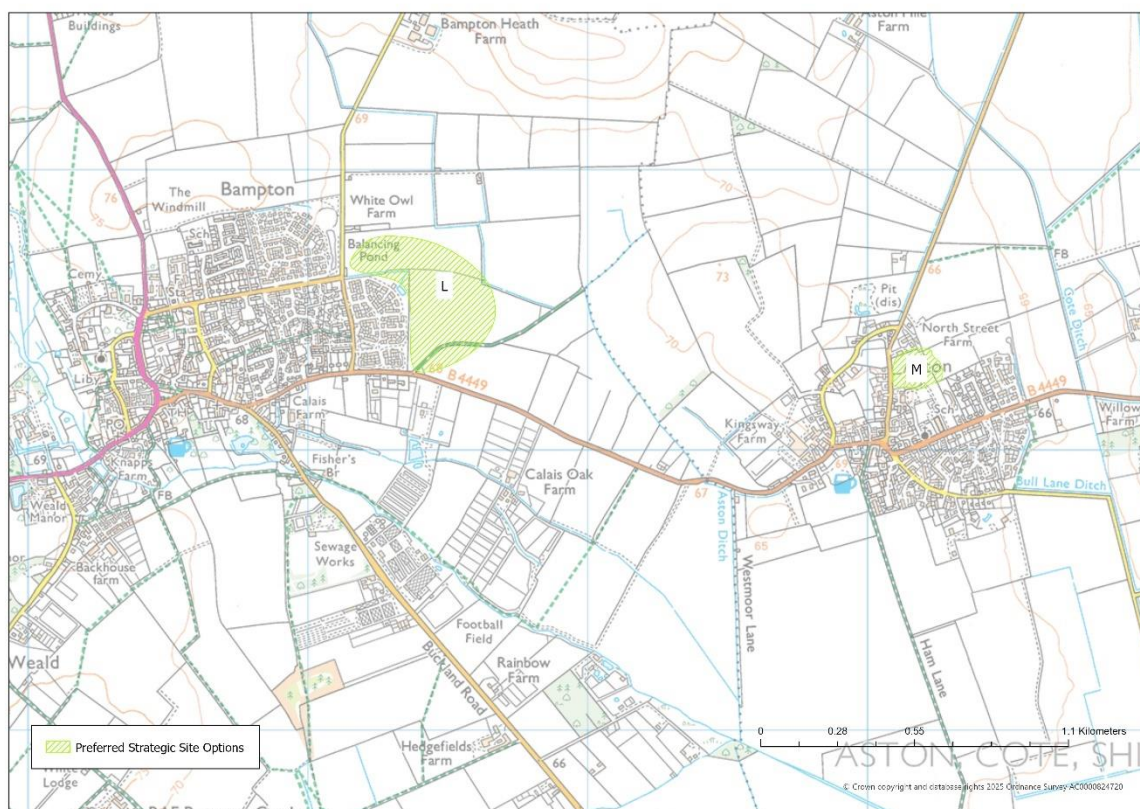
- 8.4 Woodford Way Car Park is an irregularly shaped parcel of land close to Witney Town Centre currently in use as a surface level car park. The site is owned by the District Council.
- 8.5 It is a previously developed ('brownfield') site in a highly sustainable location and lends itself to residential development, the principle of which has already been established through a previous planning permission and allocation in the adopted Local Plan 2031. Policy WIT3 applies.
- 8.6 Since the Local Plan was adopted, the District Council has been considering various options for the site with a view to bringing forward a planning application. The current Local Plan allocation refers to 'around 50 homes' but the initial appraisals carried out by the Council suggest that the site may be capable of accommodating up to 75 dwellings in the form of apartments.
- 8.7 The new Local Plan provides the opportunity to refresh and update the current allocation to better reflect the anticipated capacity of the site and also to take account of any other relevant changes in circumstances since the site was first allocated for development in 2018.
- 8.8 The Council is committed to ensuring that the mix of tenures at Woodford Way includes a good proportion of social rented housing and that a planning application for the site is submitted within the next 12 – 24 months.

CONSULTATION QUESTION 27 – DO YOU AGREE WITH THE PRINCIPLE OF UPDATING AND REFRESHING THE EXISTING ALLOCATION FOR WOODFORD WAY CAR PARK, WITNEY AS PART OF THE LOCAL PLAN 2043?

Y/N – PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

CONSULTATION QUESTION 28 – ASSUMING THE ALLOCATION WERE TO BE REFRESHED AND UPDATED, DO YOU AGREE THAT THIS SHOULD BETTER REFLECT ANTICIPATED SITE CAPACITY (75 HOMES) PLUS ANY OTHER RELEVANT CHANGES IN CIRCUMSTANCE SINCE 2018? Y/N – PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

Figure 21 - Bampton and Aston Preferred Non Strategic Development Locations



AREA L – East of Bampton	
Proposed Land use	Residential
Capacity Range	150 dwellings

- 8.9 The identification of this preferred site option is consistent with the Local plan Spatial Strategy.
- 8.10 Bampton is classified as a Tier 2 service centre and although it may not score as highly as other service centres for the provision of services and facilities and is relatively isolated from the transport network compared with other settlements in this category, it does function as a service centre for surrounding rural communities and residents are largely able to meet basic day to day needs within the community.
- 8.11 Land to the east of the village would add to the further eastern and northern and eastern expansion of the town as exemplified by developments at New Road and Mount Owen Road since 2017.
- 8.12 The council consider that this area is suitable for development in that it would relate well to the existing built-up area and would be well contained within an existing strong landscape framework.

- 8.13 It is also considered that development in this location would have limited impact on the historic character of the settlement as it is located outside of the Conservation Area and adjacent to more recent development that has taken place in the village.
- 8.14 There are infrastructure capacity issues in the village that would need to be addressed in order for any new development to be accommodated.
- 8.15 Key to this is capacity in the waste treatment network. Bampton STW has exceeded its permitted Q80 Dry Weather Flow (DWF) discharge permit in 4 out of the last 5 years, and its Q90 flow in 2 out of the last 4 years. It did not exceed DWF in 2022, although in 2022 there was significantly less rainfall than normally, thus the risk of DWF exceedance was significantly reduced.
- 8.16 Bampton STW has insufficient hydraulic and storm tank capacity for the current population served. Improvements to Bampton STW have been identified and funded through the Thames Water Asset Management Plan between 2025 and 2030, to increase Flow to Full Treatment. This is to ensure the STW is able to cope with maximum dry day peak flows to prevent spills to or from the storm tanks on dry days. Improvements were due to be delivered by March 2025, but have been delayed until 2028. Additional flows connecting to Bampton STW before this scheme is completed risk increasing the number and duration of storm overflows into the Shill Brook.
- 8.17 Development in this location would need to be phased in such a manner that infrastructure improvements are delivered before any new development.

CONSULTATION QUESTION 29 – AREA L

DO YOU CONSIDER THIS TO BE A SUITABLE LOCATION FOR NON-STRATEGIC DEVELOPMENT? Y/N – PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

AREA M – North of Aston	
Proposed Land use	Residential
Capacity Range	40 dwellings

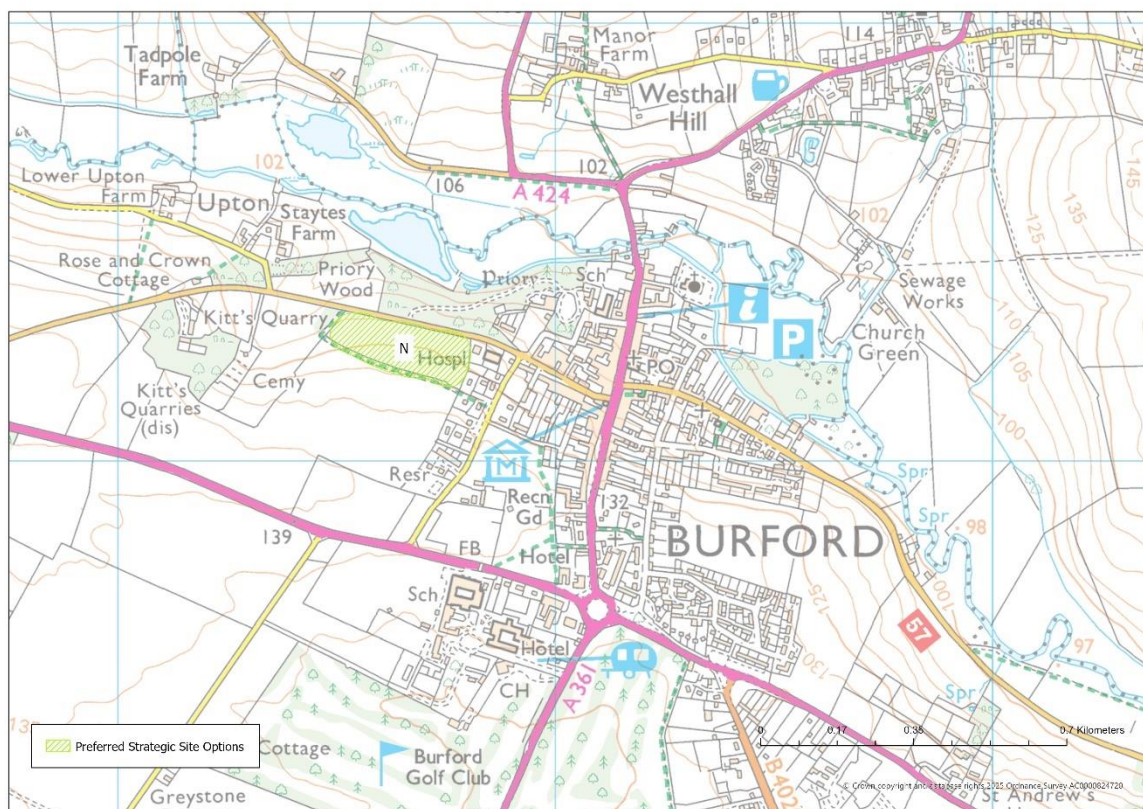
- 8.18 Development in this location would be consistent with the Local Plan spatial strategy in that it would focus medium scale development at a Tier 3 large village.

8.19 The Council recognises that Aston has been a focus for considerable development in recent years without complementary enhancements to local infrastructure. As with development at Bampton, development at Aston would discharge to Bampton Sewage Treatment works which currently has insufficient capacity to serve the current population. Infrastructure upgrades would need to be delivered in advance of any further development at Aston to address existing issues, which include records of sewer flooding within the settlement.

8.20 The preferred location for development is considered to relate well to the existing built form of the village and is well contained in landscape terms.

CONSULTATION QUESTION 30 – AREA M
DO YOU CONSIDER THIS TO BE A SUITABLE LOCATION FOR NON-STRATEGIC DEVELOPMENT? Y/N – PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

Figure 22 - Burford Preferred Non Strategic Development Locations



AREA N – South of Sheep Street, Burford

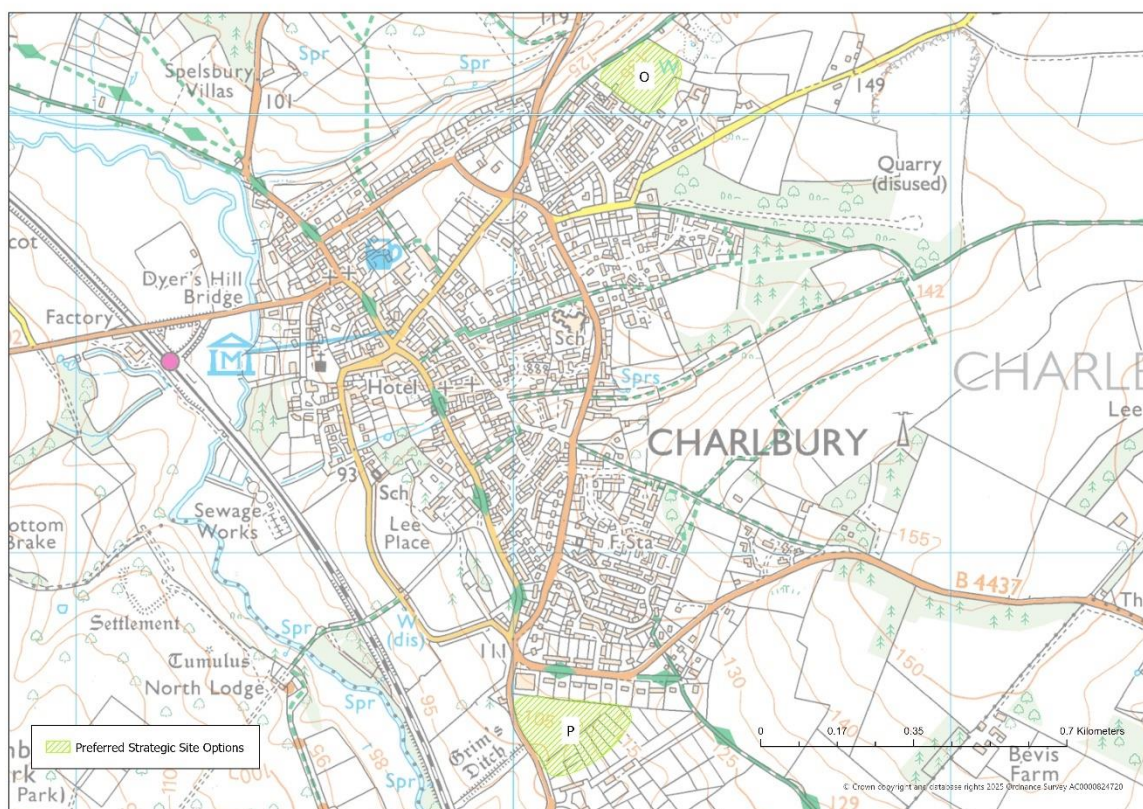
Proposed Land use	Residential
Capacity Range	70 dwellings

- 8.21 Classified as a Tier 2 Service Centre, the Spatial Strategy dictates that Burford is a suitable location for a proportionate level of growth, but the historic character of the town and location within the Cotswolds National Landscape mean the town is particularly constrained.
- 8.22 The preferred site option has the potential to accommodate a proportionate level of housing development in a sustainable and accessible location, along with additional car parking for the town.
- 8.23 Situated to the west of the town, the preferred spatial option would be located in the Cotswolds National Landscape but due to the slope of the land, would be well contained within the local landscape. The area is outside of the Burford Conservation Area but located directly adjacent to its western edge. The area is also adjacent to the listed building at Burford Priory and its grounds which are situated to the north of the preferred development option.
- 8.24 Archaeology within the site may present a barrier to development and will require further investigation to determine the historic significance of the area.
- 8.25 Access to the area could be provided directly from Sheep Street which has moderate capacity to support additional new traffic even with on street parking. Some of the surrounding roads in the vicinity of the site are narrow and therefore quite constrained. Access will require visibility splays appropriate to vehicular speed as Sheep Street is narrow. Footway provision will be required to link to existing network and extension of street-lighting will be necessary. There is a pavement on one side of Sheep Street and PROW along the southern site boundary towards the town centre. The town centre is within a 10-minute walk (approx. 500 metres from the Town Centre and Burford Primary School). Town centre bus services can be accessed within a 10-minute walk linking the Town with Witney, Woodstock, Kingham and surrounding villages.

CONSULTATION QUESTION 31 – AREA N

DO YOU CONSIDER THIS TO BE A SUITABLE LOCATION FOR NON-STRATEGIC DEVELOPMENT? Y/N – PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

Figure 23 - Charlbury Preferred Non Strategic Development Locations



AREA O – Jeffersons Piece	
Proposed Land Use	Residential
Capacity Range	40 dwellings

- 8.26 Charlbury is classified as a Tier 2 Service Centre and scores relatively well in terms of its provision of services and facilities. It is a sustainable location for new development albeit at a reduced scale due to its location within the Cotswolds National Landscape.
- 8.27 Development in this location would be consistent with the Local Plan spatial strategy. The site is within 1km of a bus stop, with direct buses to Witney and Chipping Norton. The train station in Charlbury is just over 1km from the site and has direct trains to Oxford, London and Worcester. Charlbury primary school is located less than 1km from the area.
- 8.28 The area is considered to be suitable for housing although Hundley Way is considered to inappropriate for access. Alternative access arrangements would have to be delivered to serve the area. A previously proposed draft Local Plan allocation identified access via the garage court at Jeffersons Piece to the south of the area.

CONSULTATION QUESTION 32 – AREA O

DO YOU CONSIDER THIS TO BE A SUITABLE LOCATION FOR NON-STRATEGIC DEVELOPMENT? Y/N – PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

AREA P – Land south of Hydac, Charlbury

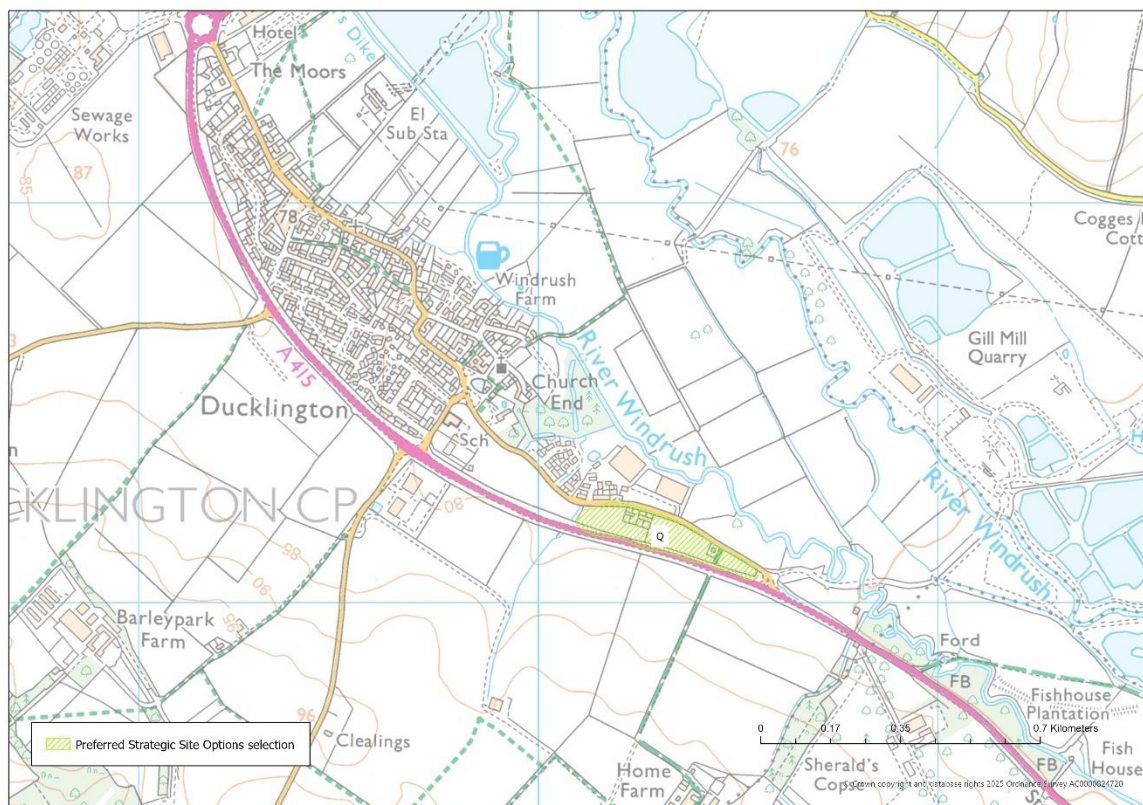
Proposed Land Use	Residential
Capacity Range	40 dwellings

- 8.29 Charlbury is classified as a Service Centre, the second tier of the settlement hierarchy and scores relatively well as such in terms of its provision of services and facilities.
- 8.30 The town benefits from rail services direct to Oxford, London and Worcester. The Cotswold Line has benefited from line reinstatement and a new fleet of trains in recent years, enabling faster and more frequent journey times. Proposals have been developed to improve facilities further at a number of stations, including Charlbury. There is a bus stop within 1km with direct services to Witney and Chipping Norton.
- 8.31 Officers have concluded that this site area is suitable for housing, as a logical extension to the south of Charlbury, with access potential from Fawler Road. Development would be visible in the landscape but will read with the dwellings at this part of the settlement.
- 8.32 The site area is a little isolated from the settlement due to lack of pavement connections, but this could be achieved via the public right of way off Woodstock Road to the north. In terms of wider active travel connections, Charlbury is identified as a ‘key origin and/or destination’ within the Strategic Active Travel Network, 2024. Development in this area would therefore align with and contribute to encouraging a modal shift toward walking and cycling.
- 8.33 The area is identified as a Great crested newt green impact risk zone and development should seek opportunities for habitat creation as part of the green infrastructure for the site. This area is not mapped within LNRS recovery network, however there are opportunities to link up between the existing network including creation of mosaic habitat, pond and calcareous grassland.
- 8.34 The site area lies wholly within the Cotswolds National Landscape and Charlbury Conservation Area.

CONSULTATION QUESTION 33 – AREA P

DO YOU CONSIDER THIS TO BE A SUITABLE LOCATION FOR NON-STRATEGIC DEVELOPMENT? Y/N – PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

Figure 24 - Ducklington Preferred Non Strategic Development Locations



AREA Q – South of Ducklington

Proposed Land Use	Residential
Capacity Range	40 dwellings

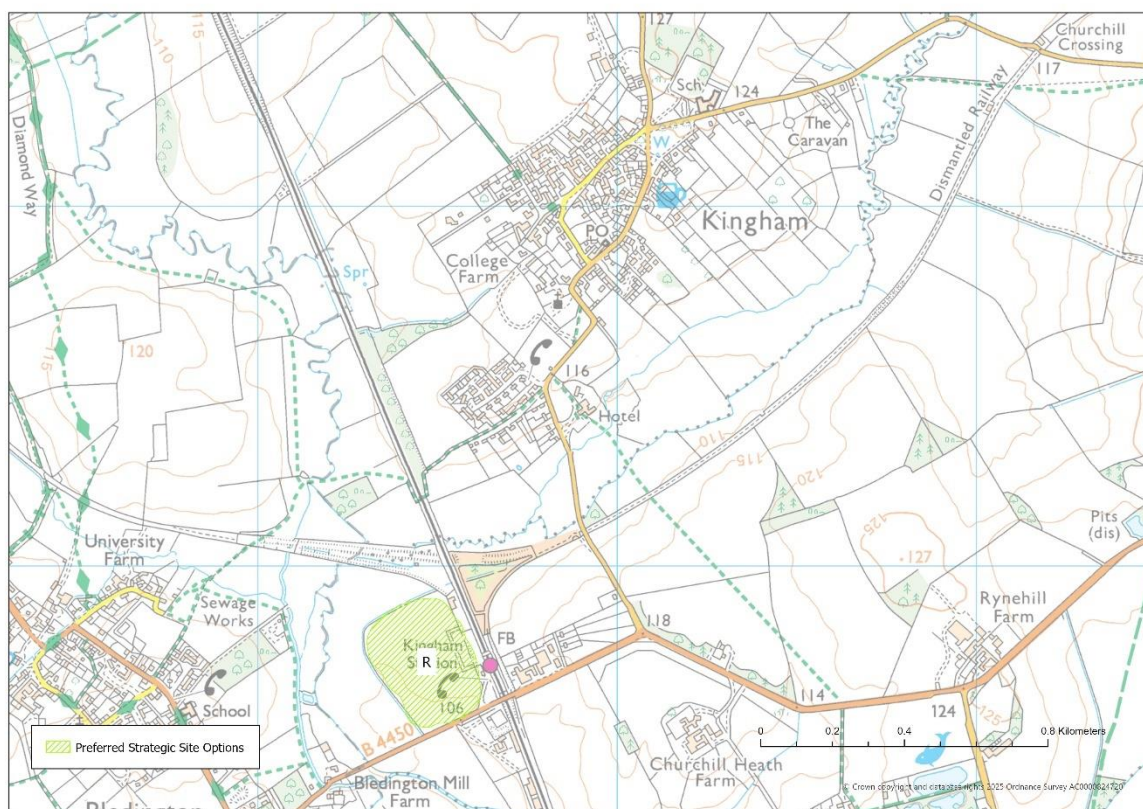
- 8.35 The identification of this preferred site option is consistent with the Local plan Spatial Strategy as it would represent medium scale development at a Tier 3 settlement.
- 8.36 Ducklington is currently classified as a village in the adopted Local Plan settlement hierarchy. Earlier in this consultation document we have proposed that Ducklington be considered a Tier 3 (large) village, as a community that can largely meet its day-to-day needs for goods and services.
- 8.37 Public transport links are good, with regular day time, early evening and Saturday buses to Witney, Carterton, Oxford and Abingdon in proximity to the area.

- 8.38 Officers consider the site area suitable for housing in that it is well contained. Although a little separated from the village, there are a few existing dwellings interjecting the site and directly opposite to the north of Standlake Road. It does therefore read as part of the built form of the village.
- 8.39 The Local Nature Recovery Strategy maps several nature conservation opportunities in the area including the potential to create and enhance priority habitats. The preferred option also form part of the the Lower Windrush Valley Project area and could make contributions to meeting project objectives.
- 8.40 For development to be accommodated, infrastructure capacity issues particularly regarding wastewater treatment will need to be addressed. Witney Sewage Treatment Works which currently doesn't have capacity to accommodate. Upgrades to the sewage treatment works are due by 2025 to increase treatment capacity.

CONSULTATION QUESTION 34 – AREA Q

DO YOU CONSIDER THIS TO BE A SUITABLE LOCATION FOR NON-STRATEGIC DEVELOPMENT? Y/N – PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

Figure 25 - Kingham Preferred Non Strategic Development Locations



AREA R – Kingham Station	
Proposed Land Use	Residential
Capacity Range	70 dwellings

- 8.41 This area has been identified as a preferred location due as it is consistent with the proposed spatial strategy, particularly in terms of its proximity to good rail connections.
- 8.42 Although the location is disjointed from the main built-up area of Kingham, it is situated directly adjacent to the Cotswold Line, providing regular connections to other settlements in West Oxfordshire, including Charlbury and Hanborough and beyond to Oxford. Bus services are poor however, with limited services to Witney and Chipping Norton.
- 8.43 Kingham is included in the draft settlement hierarchy as a Tier 4 village (medium village). Although it has a population of less than 1,000 people, Kingham scores relatively well for the provision of services and facilities for a village of this size. Langston Priory workshops and office space are situated close by and the village of Bledington is situated a short distance to the west, also providing a range of services and facilities.

- 8.44 There are infrastructure capacity issues in the village that would need to be addressed in order for any new development to be accommodated.
- 8.45 Key to this is capacity in the wastewater treatment network. Chipping Norton STW (which serves the area) cannot manage incoming volumes of sewage resulting in untreated discharges during wet weather. Upgrades by Thames Water are due to be completed by 2027 to increase treatment capacity.
- 8.46 Flood risk presents a further constraint and development would need to be directed away from Flood Zones 2 and 3 in line with the flood risk hierarchy.

CONSULTATION QUESTION 35 – AREA R

DO YOU CONSIDER THIS TO BE A SUITABLE LOCATION FOR NON-STRATEGIC DEVELOPMENT? Y/N – PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

Figure 26 - Middle Barton Preferred Non Strategic Development Locations



AREA S – Middle Barton	
Proposed Land Use	Residential
Capacity Range	80 Dwellings

- 8.47 The draft settlement hierarchy set out earlier in this document classifies Middle Barton as a Tier 3 village (large village). Although it may not score as highly as other villages for the provision of services and facilities and is relatively isolated from the transport network compared with other settlements in this category, it does benefit from a shop, post office, primary school and public house.
- 8.48 Officers consider that the area to the northeast of the village is suitable for development of an appropriate scale. The area is elevated but not significantly prominent given the housing that protrudes northwards along Worton Road. There is relative enclosure provided by hedgerows except northwards towards open fields.
- 8.49 There are public rights of way that traverse the site which will need to be effectively integrated into any new development on the site.

- 8.50 The area is ecologically rich with records of protected species in the vicinity. The Middle Barton SSSI lies to the east of the area and may be connected hydrologically. Any new development would therefore be required to retain hedgerows, create new natural green spaces, provide bird and bat boxes and and create hedgehog highways. Local Nature Recovery Strategy mapping includes opportunities in this area to enhance priority habitats.
- 8.51 Access to public transport is a recognised constraint to development in this area and would need to be adequately addressed for any new development to be accommodated.

CONSULTATION QUESTION 36 – AREA S

DO YOU CONSIDER THIS TO BE A SUITABLE LOCATION FOR NON-STRATEGIC DEVELOPMENT? Y/N – PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

Figure 27 - Standlake Preferred Non Strategic Development Locations



AREA T – The Downs Standlake

Proposed Land Use	Residential
Capacity Range	200 Dwellings

8.52 Standlake is classified as a large village in the proposed settlement hierarchy. Siting large scale development in this location would be consistent with the Local Plan spatial strategy as proposed at Section 4 of the consultation document.

8.53 Officers consider that this area is suitable for development in that it is relatively self-contained with limited landscape impact and well related to existing development in the vicinity.

8.54 Development in this area would provide an opportunity to contribute towards the Lower Windrush Valley project. The area is not covered in the Local Nature Recovery Strategy mapped network, however other opportunities to contribute to nature conservation include pond creation and woodland enhancement.

- 8.55 There are constraints in the area which would need to be addressed for any new development to come forward, including infrastructure capacity issues. Key to this is capacity in the wastewater treatment network. Development in this location would discharge to Standlake STW which is currently operating outside of its permit and discharging to water courses during dry weather. Thames Water expects this location to meet government targets for storm overflows by 2030.
- 8.56 This is also a Mineral Safeguarding Area for sharp sand and gravel. Development that would prevent or otherwise hinder the possible future working of the mineral would not be permitted unless the need for the development outweighs the economic and sustainability considerations relating the mineral resource; or the mineral will be extracted prior to the development taking place. The Council will remain in consultation with Oxfordshire County Council on this matter.
- 8.57 It is considered that development in this location should be accompanied by upgraded services including potential for additional retail provision, to improve accessibility to services and facilities for residents and to improve the sustainability of the settlement.

CONSULTATION QUESTION 37 – AREA T

DO YOU CONSIDER THIS TO BE A SUITABLE LOCATION FOR NON-STRATEGIC DEVELOPMENT? Y/N – PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

Figure 28 – Tackley Preferred Non Strategic Development Locations



AREA U – Rousham Road, Tackley	
Proposed Land Use	Residential
Capacity Range	70 dwellings

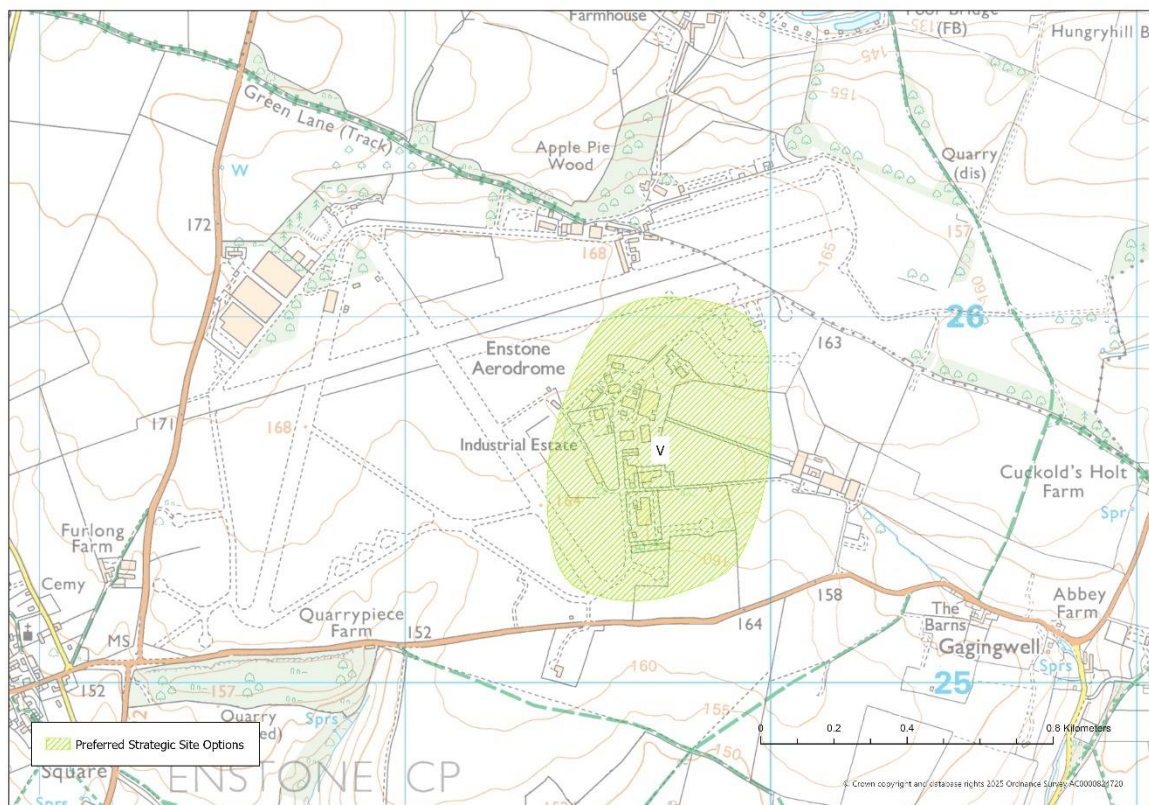
- 8.58 Development in this area would align with the spatial strategy if appropriate in scale. In particular, the preferred site location being in close proximity to Tackley railway station aligns closely with the focus on prioritising sustainable travel.
- 8.59 Tackley is classified as a village and although it may not score as highly as other villages for the provision of services and facilities, it benefits from a shop, school and public house and railway station on the Oxford-Banbury line.
- 8.60 This area of Tackley is the lower part of the hill side that rises up to the north of the village and mirrors housing development on Rousham Rd to the northeast and on Medcroft Road to the south. It is elevated but not prominent in the landscape with area of woodland excluded and is relatively enclosed by hedgerows and existing residential development.
- 8.61 Officers consider that this area is suitable for development in that it would relate well to the existing built-up area but careful consideration of land levels and access would be required.

- 8.62 There are infrastructure capacity issues relating to development in this area, particularly in terms of water treatment. Tackley STW is currently operating outside of its permit and spilling water to water courses during periods of dry weather. Such infrastructure capacity issues would need to be addressed to support development in this location.

CONSULTATION QUESTION 38 – AREA U

DO YOU CONSIDER THIS TO BE A SUITABLE LOCATION FOR NON-STRATEGIC DEVELOPMENT? Y/N – PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

Figure 29 - Enstone Preferred Non Strategic Development Locations



AREA V – Enstone Airfield

Proposed Land Use	Employment
Capacity Range	10 Hectares

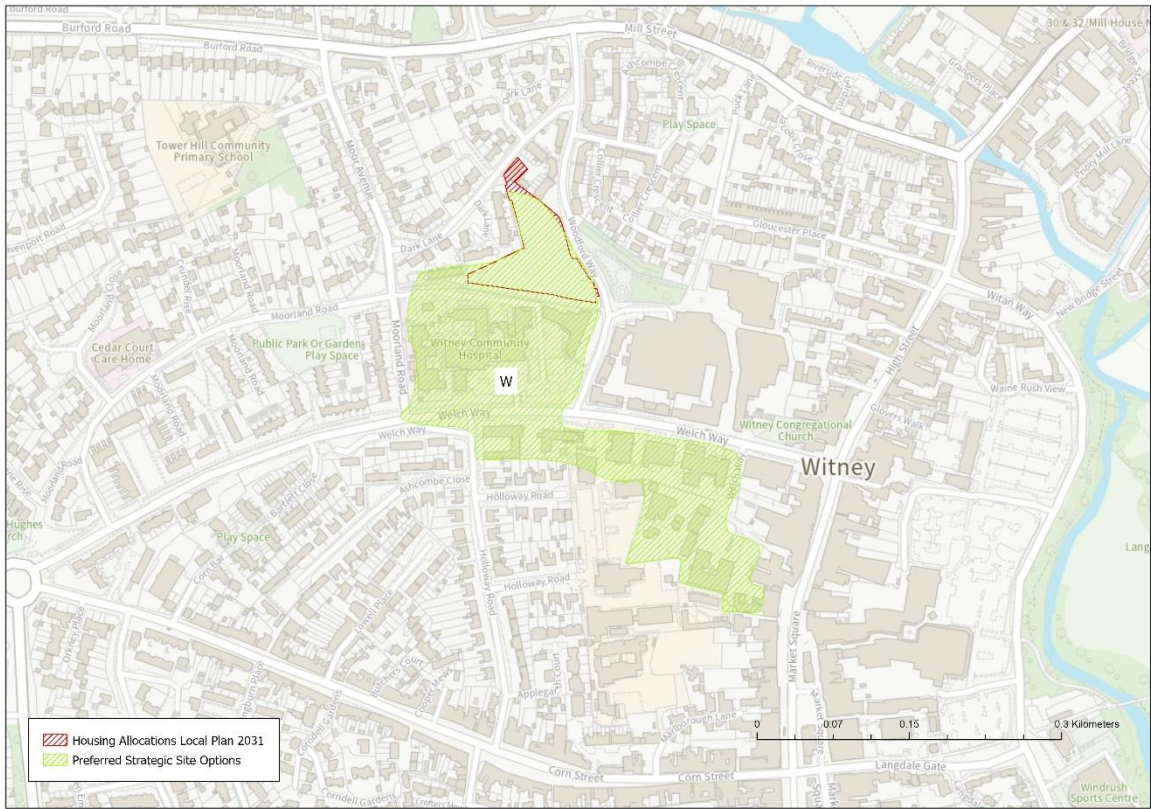
- 8.63 This spatial option represents an opportunity to expand employment provision within an existing employment site at Enstone airfield.

8.64 It represents an opportunity to expand and consolidate employment development within an existing brownfield site, making a valuable contribution to employment provision in the northern part of the district.

CONSULTATION QUESTION 39 – AREA V

DO YOU CONSIDER THIS TO BE A SUITABLE LOCATION FOR NON-STRATEGIC DEVELOPMENT? Y/N – PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

Figure 30 - Witney Central Preferred Non Strategic Development Locations



AREA W – Welch Way, Witney	
Proposed Land use	Residential
Capacity Range	50 – 100 dwellings

- 8.65 This spatial option incorporates the previously allocated site at Woodford Way Car Park in Witney but identifies a broader area of underutilised space and civic buildings which could provide a useful brownfield development opportunity, to intensify residential land uses in a highly accessible and sustainable location.
- 8.66 Development in this location would be consistent with the Local Plan spatial strategy as it represents an opportunity for intensification of development on brownfield land within the principal town of Witney.
- 8.67 This option is situated on the edge of Witney town centre. The area currently comprises a mix of uses including police station, fire station and library, other community uses including Witney Hospital, Windrush Medical Practice and Nuffield Health centre, existing businesses at Clarkes Timber Yard and the BT depot and car parking at Woodford Way.
- 8.68 The area has been identified as a preferred spatial option as it represents an opportunity to regenerate part of central Witney and to make use of underutilised space such as that at the police station and to the rear of the High Street.
- 8.69 Land assembly is a potential issue in bringing this land forward for development. Any future development proposals for this area would need to protect and enhance community uses and ensure that adequate provision for other uses, such as car parking, is retained within accessible locations within the town.

CONSULTATION QUESTION 40 – AREA W

DO YOU CONSIDER THIS TO BE A SUITABLE LOCATION FOR NON-STRATEGIC DEVELOPMENT? Y/N – PLEASE PROVIDE A REASON FOR YOUR ANSWER IF POSSIBLE.

9. Next Steps

- 9.1 Consultation on the Preferred Spatial Options is due to take place for a 7-week period between November and December 2025
- 9.2 Following consultation, all responses will be given due consideration as the Council undertakes further evidence gathering and analysis in preparation for the Regulation 19, Draft Local Plan, which will be published and subject to further consultation in spring 2026.

P e l l F r i s c h m a n n

West Eynsham SDA

A40 Access Options Assessment

June 2025

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1 Introduction

1.1 Context

Oxfordshire County Council (OCC) and West Oxfordshire District Council (WODC) have appointed Pell Frischmann to undertake an option assessment reviewing, assessing and recommending a preferred access arrangement from the A40 to development at West Eynsham (and Salt Cross).

The West Eynsham Strategic Development Area (SDA) is a key growth site identified in the West Oxfordshire Local Plan, facilitating substantial residential development to the west of Eynsham and south of A40 during the plan period. It is expected to deliver approximately 1,000 new homes, provisions for a new primary school, a local centre for community and small-scale commercial use, and extensive green infrastructure, including a linear park along the Chil Brook.

A plan showing the West Eynsham SDA is provided in **Figure 1.1** below.

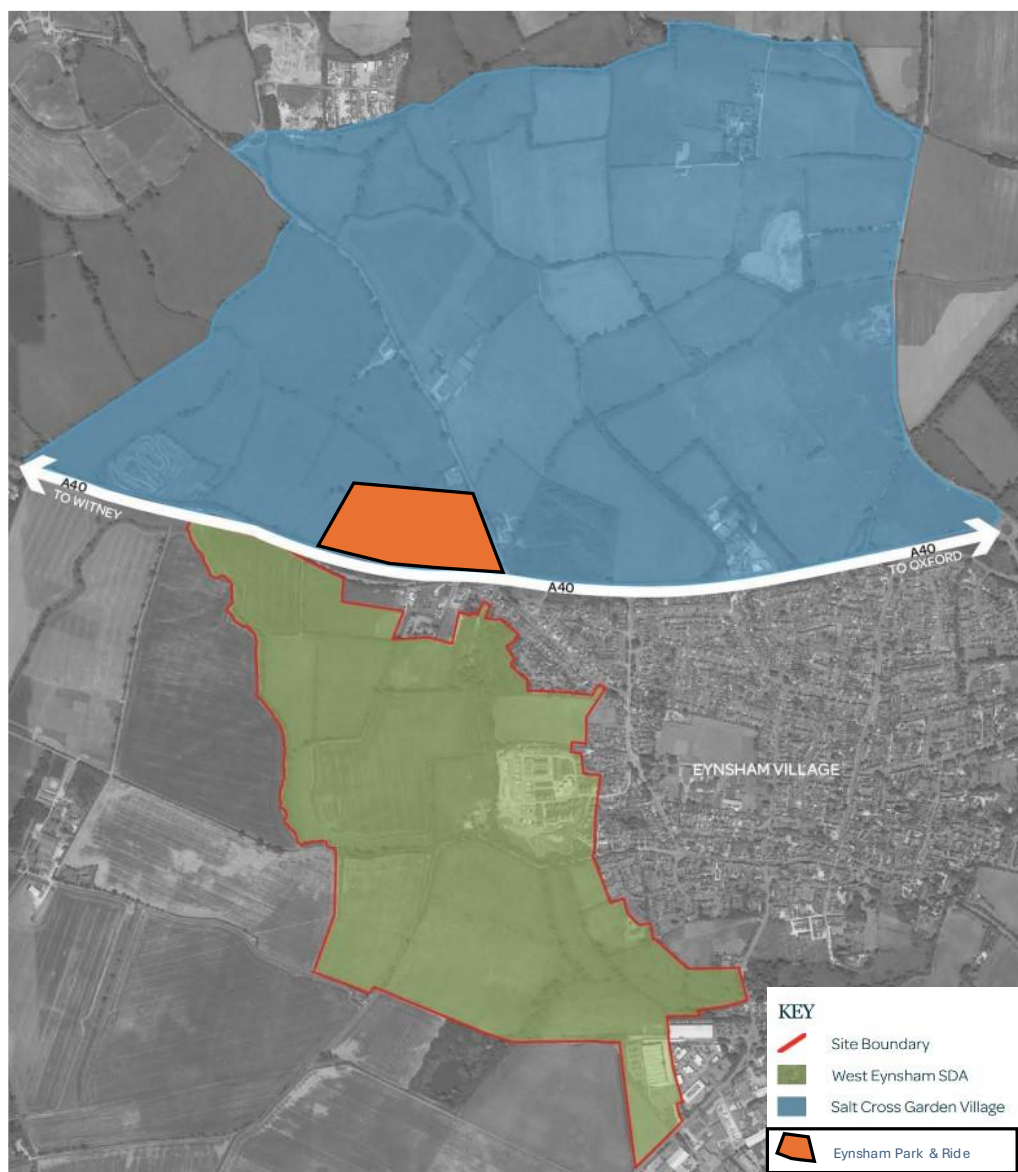


Figure 1.1: Land allocated to West Eynsham SDA and Salt Cross Garden Village¹

¹ As shown in the West Eynsham Strategic Development Area Masterplan (Approved March 2022)

Figure 1.1 also shows the extents of the land allocated to Salt Cross Garden Village, which is a planned sustainable community located north of the A40 which aims to deliver circa 2,200 homes, schools, a science and technology park, and community facilities, all within a walkable, green environment. It should be noted that the Salt Cross Garden Village development contains the only employment land allocation within both the West Eynsham and Salt Cross sites. It is understood that this employment development is likely to be located to the south-west of the site, close to A40 and associated access junction².

Subsequently to the approval of the West Eynsham Strategic Development Area Masterplan, a park and ride site (Eynsham Park & Ride) has been built on the A40 eastbound. The site provides an 850-space park and ride which will connect to the planned A40 bus lanes offering improved journeys by bus for current trips and new development trips. **Figure 1.1** has been updated to show the location of Eynsham Park & Ride in comparison to West Eynsham SDA and Salt Cross Garden Village.

A Masterplan for the West Eynsham SDA was approved by West Oxfordshire District Council in March 2022. The Masterplan for the site is shown in **Figure 1.2**.

² Understanding based on the Salt Cross Area Action Plan – Illustrative Framework Plan and Masterplan



Figure 1.2: West Eynsham SDA Masterplan

A previous piece of work undertaken by White Young Green (WYG) in 2020³ (to inform the West Eynsham SDA Masterplan) considered a number of A40 access options along with a range of internal access configurations at West Eynsham. This current assessment builds on the work undertaken in 2020 by assessing several A40 access options more recently put forward by the developer interests at West Eynsham. These access options have been developed in the context of the change in scope of the A40 Housing Infrastructure Fund 2 (HIF2) scheme which no longer proposes dualling of the A40 between the Park & Ride Site and Witney and now retains the westbound layby at Eynsham.

The outcome of this option assessment will be the identification of a recommended A40 access option to feed into the development of both the West Eynsham SDA and Salt Cross Garden Village sites.

³ West Eynsham Strategic Development Area – Access Strategy

1.2 A40 Access Junction Options

The options assessed as part of the West Eynsham SDA A40 access options assessment are schematically shown in **Figure 1.3** and are summarised in the text below.

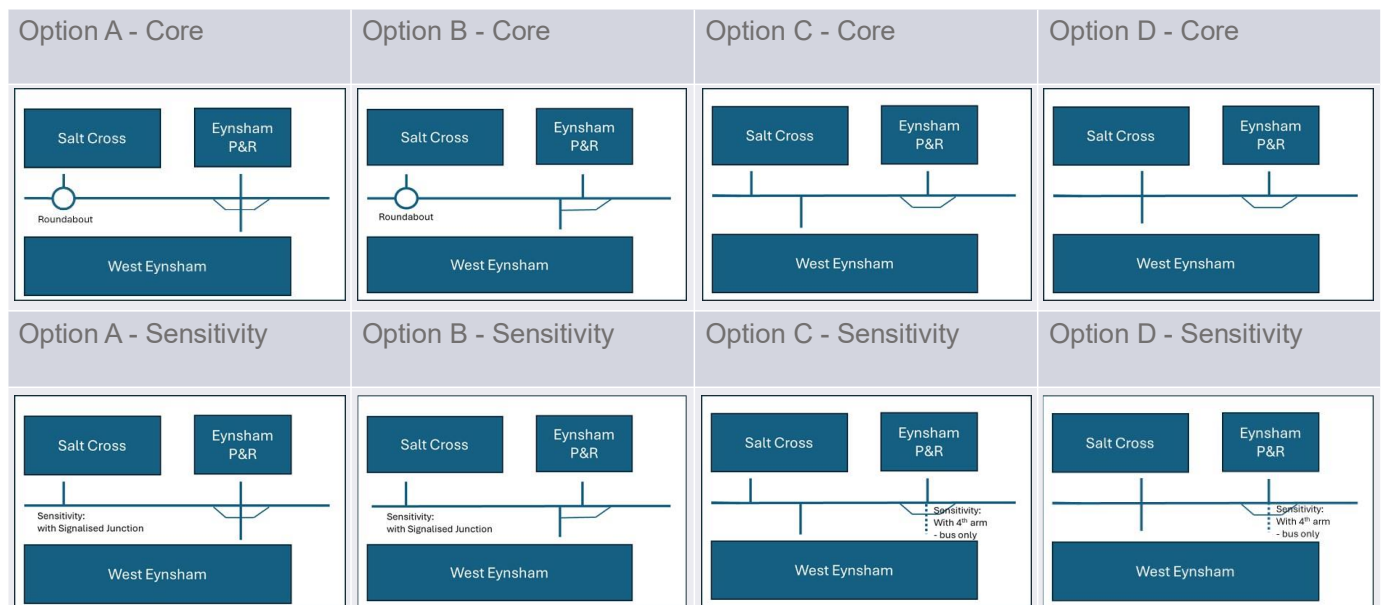


Figure 1.3: Access Arrangement Options

As shown in **Figure 1.3**, eight options have been assessed as part of the West Eynsham SDA A40 access options assessment (four ‘Core’ options with an additional variant (‘Sensitivity’) of each ‘Core’ option).

The core options for A and B propose a roundabout junction at Salt Cross with either a crossroads (Option A) or a staggered layout at the West Eynsham / Park & Ride. The sensitivity options for A and B maintain the same Park and Ride connections from West Eynsham but replace the roundabout with a signalised junction arrangement.

The core options for C and D locate the West Eynsham junction further to the west, given that the location of the Salt Cross Garden Village access is not yet finalised either. Option C proposed a staggered arrangement between the West Eynsham SDA and Salt Cross Garden Village junctions whilst Option D proposed a four-arm crossroads. In the core options, a three-arm signalised junction is proposed at the Eynsham Park & Ride site with the corresponding sensitivity options exploring the addition of a fourth, bus-only arm linking the Park and Ride site directly to West Eynsham.

Design drawings (provided by the various developer interests at West Eynsham SDA) showing the current designs of the A40 access arrangement options are included in the “West Eynsham and Salt Cross A40 Development Access - Options Appraisal Modelling Summary Technical Note” which is appended to this report as **Appendix A**. These drawings have informed the options assessment.

1.3 Report Structure

The subsequent sections of this report are structured as follows:

- Section 2: Methodology
- Section 3: Modelling
- Section 4: Options Assessment
- Section 5: Summary, Conclusions and Next Steps

2 Methodology

2.1 Introduction

This Section sets out the methodology used to assess the A40 access options.

2.2 Methodology Overview

The West Eynsham SDA A40 access options assessment has been undertaken using the following methodology:

- Undertake an update of the project objectives and the related assessment criteria from the West Eynsham SDA Access Strategy (2020) to align with the latest information available (including latest policy documents, current development site context, and updated HIF2 proposals etc...)
- Engage with OCC and WODC officers (as well as the developers of the options) to refine the updated objectives and contextualise the development further.
- Undertake traffic modelling of the options using individual local junction models (LinSig).
- Undertake an initial options assessment based on how closely the options align with the updated project objectives, incorporating results from the LinSig models.
- Using the findings of the initial options assessment, identify the higher scoring variant of each option (i.e. 'Core' or 'Sensitivity') to progress into a shortlist of options retaining the best performing variant of option A, B, C and D.
- Modelling the shortlisted access options within VISSIM.
- Refining the options assessment for the shortlisted options, taking the VISSIM results and stakeholder feedback into account.
- Identify a recommended preferred access option arrangement based on the finalised results of the options assessment.

2.3 Updated Assessment Objectives

The project objectives and the related assessment criteria from the West Eynsham SDA Access Strategy (2020) were reviewed against the following local policy documents and updated (where necessary) to ensure they aligned with the identified key drivers and themes:

- Local Transport and Connectivity Plan 2022 – 2050
- Oxfordshire Innovation Framework for Planning & Development
- A40 Route Strategy (2018)
- Freight and Logistics Strategy 2022 – 2050
- Bus Strategy
- Active Travel Strategy
- West Oxfordshire Local Plan 2031
- West Oxfordshire Local Plan 2041 'Your Place, Your Plan' Focussed Consultation: Ideas and Objectives Consultation Summary Report
- Eynsham Neighbourhood Plan
- Eynsham Neighbourhood Plan (Emerging Objectives from 2023 Consultation)
- West Eynsham SDA Masterplan Document
- Salt Cross Garden Village Area Action Plan
- Central Oxfordshire Travel Plan

A full breakdown of the updated policy aims that were reviewed and their correlation with the resulting updated project objectives, sub-objectives and assessment criteria for the West Eynsham SDA A40 access options assessment is provided in **Appendix B**.

Updates to the project objectives were also informed by liaison with OCC and WODC officers who provided latest information around the wider site context (such as details of the latest HIF2 proposals).

2.3.1 Developer Feedback on updated objectives

The updated project objectives, sub-objectives and associated assessment criteria (option assessment framework) were shared with the developers of the different A40 access options for comment via email on 19/02/2025. **Table 2.1** summarises the feedback received from the developers along with how the feedback was incorporated into the updated options assessment framework.

Table 2.1: Developer feedback on options assessment framework

Developer	Summary of Feedback	Response to Feedback
i-Transport (on behalf of Jansons Property)	Supportive of the approach and criteria proposed.	Noted
	Expressed belief that a single, independent assessment needs to be undertaken to avoid further delay to development.	Agreed
	Suggested that specialist flooding input is provided to feed into the options assessment due to National Planning Policy Framework (NPPF) requirements and to gain an early understanding of the costs associated with overcoming the flood risk issues.	It would not be reasonable or proportionate for this strategic/high-level assessment to undertake a more detailed flood risk assessment with specialist flooding input.
	Highlighted that there no binding agreements in place between the various parties and suggested that the assessment of the deliverability of options in this sense should thus not be considered as part of the assessment framework.	Commercial matters around binding agreements between the various parties cannot explicitly and objectively be considered in the assessment so will not be included in the options assessment framework.
	Clarified that Jansons' land remains available to provide access to the SDA and they remain keen to pick up discussions with the other landowners	Noted
Welbeck Land	Requested access to option design drawings.	Although not provided at the time, the junction option drawings are appended to this report within the modelling technical note in Appendix A . The developer stakeholders were advised at the time that they were freely able to share information and discuss options between themselves.
	Requested a formal response outlining why the West Eynsham SDA Access Strategy report (2020) did not adequately deliver on its objectives of identifying a preferred access arrangement so that any shortfalls identified can inform the robustness and reliability of the forthcoming study.	Context around the West Eynsham SDA Access Strategy report (2020) and why an updated is required has been provided in Section 1.1 of this report. The previous option assessment work was undertaken a number of years ago and considered the relevant study context at that time including the site constraints and opportunities, land ownership, the emerging West Eynsham SDA masterplan and development proposals, Salt Cross Garden Village AAP and development proposals, and the HIF2 A40 scheme proposal (including layby changes). Since that work was completed there has been significant change to that context which has resulted in a number of junction options being put forward. As a result, OCC and WODC felt it was appropriate to update the option assessment.
	An additional assessment criteria should be included for Objective D1 which considers Land Availability and Fair Pricing – Confirmation that the land required for each proposed access point is genuinely available and can be secured at a reasonable and fair market price.	Until binding legal agreements are put in place there can be no certainty around this. Pell Frischmann and the Council do not have sight of commercial discussions regarding land acquisition (likely cost and timescales) in relation to land required to deliver any of the A40 junction options or other highway infrastructure. As a result, these commercial matters cannot explicitly and objectively be considered in the assessment.
	An additional assessment criteria should be included for Objective D1 which considers Phasing and Cost Sharing – A thorough review of the phasing strategy and cost-sharing mechanisms, including input from SDA stakeholders, to ensure an equitable and practical financial approach is considered.	Whilst this assessment will consider high-level phasing and cost sharing opportunities, it would not be reasonable or proportionate to undertake a thorough review. This is something that site promoters will need to consider collaboratively once this assessment has been completed.

	An additional assessment criteria should be included for Objective D1 which considers Deliverability (Risk Register) – We consider that a comprehensive and properly completed Risk Register covering all options would be required, ensuring a transparent and well-documented evaluation of risks and mitigation strategies.	Whilst this assessment will consider high-level deliverability risks it would not be reasonable or proportionate to develop a comprehensive risk register for all options.
	New flood maps (scheduled to be released in March 2020) should be considered as part of the assessment.	The latest flood mapping available on the UK Government's website has informed the options assessment.
	Expressed the importance of a coordinated approach to infrastructure funding and delivery and we would concur that this needs to apply to any options assessment.	Noted. Agreed that a coordinated approach to infrastructure funding and delivery is very important. The Council's hope is that this assessment work will help develop and foster a coordinated approach between the various landowners and developers.
Berkeley Group	A fourth assessment criteria should be included for Objective P1 to assess an option's impact on personal security and attractiveness of use.	Additional assessment criteria was incorporated into Objective P1 to assess the extent to which an option promotes personal security.
	A third assessment criteria should be added to Objective P2 to consider the extent to which the access options would secure the comprehensive delivery of the West Eynsham SDA.	Additional assessment criteria was incorporated into Objective P2 to assess the extent to which an option supports the comprehensive delivery of the West Eynsham SDA.
	An additional assessment criteria should be added to Objective D4 that considers the number of land ownerships required to comprehensively deliver the A40 access and the spine road to Stanton Harcourt Road, and associated delivery risks.	The wording of the fourth assessment criteria was updated to include reference to "the number of landownerships" required to deliver A40 access and SDA spine road.
	The policies of the West Oxfordshire Local Plan which have been identified should include the relevant requirements of the West Eynsham SDA site allocation Policy EW2.	The policy review was updated to include the relevant requirements of the West Eynsham SDA site allocation Policy EW2.
	Expressed desire to assess additional sensitivity options for options C and D which includes a roundabout at the West Eynsham and Salt Cross Garden Village access.	Having a four arm roundabout junction as the access arrangement for West Eynsham and Salt Cross Garden Village was considered in the previous option assessment undertaken in 2020 but was not identified as preferable primarily due to it being forecast to increase levels of delay on the A40. It is therefore not considered appropriate to reassess this option as part of the A40 access options assessment.

A summary of the updated objectives, and related supporting sub-objectives, (taking into account developer feedback) is provided below.

Objective 1: Manage impacts on the wider highway network.

This overarching objective is focused upon the need to maintain the efficient operation of the highway network adjacent to the West Eynsham SDA site, being mindful of the traffic sensitivity of the A40, and the impact of access options on laybys which currently serve an important role with regards to freight traffic. This objective also focuses on the potential impact that each option will have on the movement of traffic along the A40 during the construction period. This objective is supported by three sub-objectives:

- H1: Minimise adverse impacts on A40 journey times
- H2: Accommodate existing and forecast freight movements on the strategic road network
- H3: Minimise impacts on A40 during construction

Objective 2: Encourage and enable safe sustainable travel

This objective is based upon supporting policy goals related to sustainable trip making to, from, and within the SDA, with relevance to both its connectivity to the surrounding public transport networks as well as the permeability and safety for active travel road users accessing the site. This objective is supported by the following three sub-objectives:

- S1: Enable improved access to, and use of, public transport
- S2: Maximise permeability through the site for pedestrians and cyclists
- S3: Maintain and enhance safety for all users

Objective 3: Protect and enhance the local environment

This objective is based upon policy goals relating to both the overarching need to deliver development which protects the environment and to also account for the specific environmental and heritage assets relevant to the West Eynsham SDA. This objective is supported by the following sub-objectives:

- E1: Protect the natural environmental and heritage assets of the West Eynsham SDA site

Objective 4: Support positive placemaking

This objective reflects the placemaking aims contained within local policy, with a focus on achieving a high quality, comprehensive and well-integrated access to the West Eynsham SDA. This objective is supported by the following two sub-objectives:

- P1: Creates an attractive and proportionate gateway into the Eynsham area and to the Eynsham strategic development site/s
- P2: Enable the delivery of comprehensive development

Objective 5: Deliverable and viable to support housing delivery

The final objective focuses on enabling housing delivery through effective access arrangements, supporting phased development, ensuring cost efficiency, and reducing risks related to A40 access and infrastructure delivery. This objective is supported by the following four sub-objectives:

- D1: Provides an access arrangement that unlocks housing
- D2: Provides flexibility for phased delivery
- D3: Cost effective solution
- D4: Minimises risk to delivery of A40 access and housing delivery

2.4 Measurement Criteria

For a comparative assessment of scheme options to be undertaken, a series of assessment criteria for each sub-objective were also identified.

The following figures summarise the main objective, sub-objectives and associated assessment criteria which have been used to assess the different West Eynsham SDA A40 access options.

Objective 1: Manage impacts on the wider highway network.

The assessment criteria related to the ability of A40 access options to support Objective 1 are based upon modelling of the highway network and junction operation, which considers planned growth and development. The impact upon current layby provision is also included, to help consider the function of the A40 and the potential implications relating to the scale of construction of access strategy options.

Objective	Sub-objective	Assessment Criteria
Manage impacts on the wider highway network	Objective H1: Minimise adverse impacts on A40 journey times	1. VISSIM Model and Junction Modelling Results (comparison between scenarios, delay on A40 approaches).
	Objective H2: Accommodate existing and forecast freight movements on A40	1. Need to reconfigure/relocate lorry parking/ layby areas. 2. Allowance for safe and direct access to laybys from A40, minimising risk of rat running through laybys.
	Objective H3: Minimise impacts on A40 during construction	1. Scale of construction/opportunity to coordinate construction with other A40 works.

Objective 2: Encourage and enable safe sustainable travel

The assessment criteria for the second project objective are based around the ability of the A40 access options to support and enable sustainable transport movements to and from the West Eynsham SDA. These criteria are based upon the ability of an option, or elements within an option, to make positive connections with surrounding sustainable transport infrastructure, including safe crossing facilities (both existing and planned).

Objective	Sub-objective	Assessment Criteria
Encourage and enable safe, healthy and sustainable travel	Objective S1: Enable improved access to, and increased use of, public transport	1. Facilitates fast and reliable bus services, indicated by modelled total bus delay at A40 junctions, comparisons of modelled bus journey times. 2. Ability to prioritise bus movements on the A40 now and in the future, particularly into the P&R site. 3. Link to Eynsham Park and Ride site. 4. Links to existing and new bus stops on the A40.
	Objective S2: Maximise permeability through the site for pedestrians and cyclists	1. Allowance for pedestrian and cycle route connectivity from A40 into the spine road. 2. Allowance for connections north-south to the Salt Cross Garden Village and Science Park. 3. Modelled delay to pedestrians at A40 junction.
	Objective S3: Maintain and enhance safety for all highway users	1. Allowance for safe, segregated, attractive and accessible crossing points at A40 junctions.

Objective 3: Protect and enhance the local environment

The criteria for the third objective are largely informed by the review of environmental constraints in the area surrounding the A40, considering both the relationship of the access option with the local areas of floodplain and the impact which each access option would have upon local biodiversity.

Objective	Sub-objective	Assessment Criteria
Protect and enhance the local environment	Objective E1: Protect the natural environmental and heritage assets of the West Eynsham SDA site	1. Impact on Floodplain. 2. Preserve current biodiversity and promote its expansion.

Objective 4: Support positive placemaking

Assessment criteria for the fourth objective were selected based upon the ability of access options to support positive placemaking, with criteria covering the scale and appropriateness of the access option arrangement, the relationship with adjacent developments (such as Salt Cross Garden Village and Eynsham Park & Ride), and its implications on site accessibility for active mode users.

Objective	Sub-objective	Assessment Criteria
Support positive healthy placemaking	Objective P1: Creates an attractive and proportionate gateway into the Eynsham area and to the Eynsham strategic development site/s	1. Scale of junction / access arrangement footprint.
		2. Facilitates landscaping/ greening at A40 junctions and alongside A40.
		3. Provision of space for pedestrians and cyclists.
		4. Promotes personal security.
	Objective P2: Enable delivery of comprehensive development	1. Positive relationship with the Garden Village Development.
		2. Positive relationship with Park and Ride site.
		3. Extent to which option supports the comprehensive delivery of the West Eynsham SDA.

Objective 5: Deliverable and viable to support housing delivery

Assessment criteria for the fifth objective focuses on how well access arrangements enable housing delivery by unlocking land, supporting phased development, offering cost efficiency, and minimising delivery risks. Considerations when scoring the access options against these assessment criteria included how the options can impact the timing and flexibility of infrastructure delivery, opportunities to reduce and share costs, and potential challenges such as land ownership, infrastructure constraints, and stakeholder concerns.

Objective	Sub-objective	Assessment Criteria
Deliverable and viable to support housing delivery	Objective D1: Provides an access arrangement that unlocks housing	1. Amount of housing development / land parcels unlocked / strategic development sites.
	Objective D2: Provides flexibility for phased delivery	2. Ability to bring forward access junction/s in a timely and phased way to support phased development.
	Objective D3: Cost effective solution	3. Scale of Cost, opportunity to minimise and share delivery costs and coordinate delivery.
	Objective D4: Minimises risk to delivery of A40 access and housing delivery	4. Potential high-level risks to delivery, considering land requirements (including the number of ownerships) for SDA highway infrastructure, flood risk issues, stakeholder concerns.

3 Traffic & Transport Modelling

3.1 Introduction

This Section provides a high-level summary of the modelling undertaken to inform the West Eynsham SDA A40 access options assessment. A more detailed summary of the modelling undertaken is included in the “West Eynsham and Salt Cross A40 Development Access - Options Appraisal Modelling Summary” Technical Note appended to this report as **Appendix A**.

3.2 Approach

3.2.1 LinSig Modelling

All eight access options were modelled using the LinSig software with outputs from the LinSig modelling informing the scores for Objectives H1.1 and S1.1 in the initial scoring. These modelling results were used to determine a shortlist of options identifying either a core or sensitivity option to progress to the shortlist assessment.

3.2.2 VISSIM Modelling

The four shortlisted options were then modelled within the VISSIM microsimulation modelling software, which is able to analyse the impact that each option will likely have on the wider highway network (which the initial LinSig modelling was not able to do). Outputs from the VISSIM modelling were used to update the scoring for Objectives H1.1 and S1.1 in the scoring of the shortlisted options.

3.3 Summary of Findings

Results from both the LinSig and VISSIM modelling indicated that all options work within capacity (except in the 2041 PM peak scenario where the VISSIM model is forecasting some queuing back through these two junctions, impacting on their performance - this is arising from downstream delays in the model) with all options showing similar network performance overall.

Modelled bus journey times across all options are quite similar, although Option A Sensitivity and Option C Core generally result in slightly quicker bus journey times for buses particularly in the AM peak.

The results do show that general traffic journey times along the corridor are forecast to increase by 2041 as development is built out, particularly Eastbound (EB) in the PM Peak. This highlights the importance of the proposed A40 bus lanes between the Park and Ride Site and Wolvercote in ensuring fast and reliable bus journey times. It also highlights that EB buses risk being delayed as they approach the Park and Ride Site / Mobility Hub from the west. Therefore, there would be benefits in providing a bus lane on the A40 EB approach to the Salt Cross junction and onwards up to the Park and Ride access.

In summary, the modelling did not suggest that there were notable differences between any of the options assessed in terms of their impact to vehicular traffic.

4 Options Assessment

4.1 Introduction

This Section summarises the results of the West Eynsham SDA A40 access options assessment. Full details of the options assessment are provided in **Appendix C**.

4.2 Scoring Methodology

As per the West Eynsham SDA Access Strategy report (2020), each of the options assessed were scored against the updated project objectives' assessment criteria using a five-point Likert scale, ranging from +2 (indicating a major benefit) to -2 (indicating a major disadvantage) for each identified sub-objective. Scoring for all assessment criteria were weighted equally.

4.3 Longlist Options Scoring

Figure 4.1 illustrates the results of the initial assessment of the eight options highlighting the variants of options which scored the highest and were thus shortlisted to undergo further modelling using the VISSIM software.

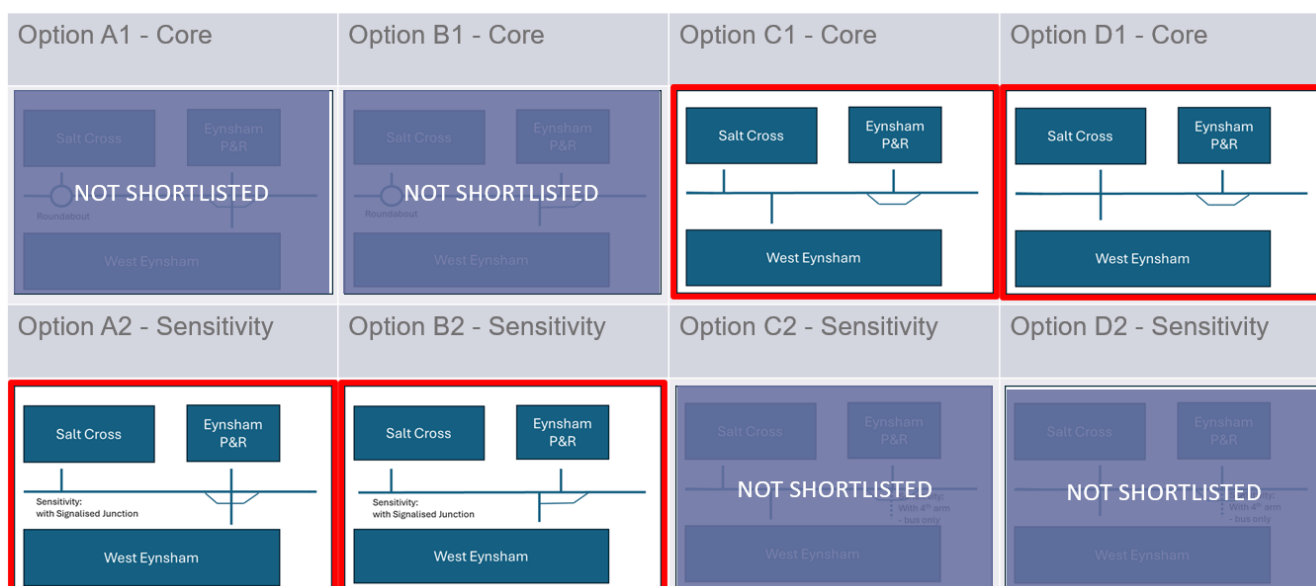


Figure 4.1: Initial options assessment summary

Figure 4.1 shows that options including the roundabout access at Salt Cross Garden Village scored lower than the sensitivity options, which propose a signalised T-junction access instead. This lower scoring is primarily due to the relative scale of delivering a roundabout (in terms of the associated construction, land take and impacts on the wider landscape), as well as the roundabout layout not providing the ability to proactively manage traffic on the A40 Corridor and not offering a consistency with the proposed West Eynsham junction layout (negatively impacting the sense of place between the two developments). In addition, the assessment of the roundabout options were based on the most recent designs included in the Salt Cross Garden Village planning application which made no provision for active travel crossings, negatively impacting its score for the “Encourage and enable safe, healthy and sustainable travel” and “Support positive healthy placemaking” objectives. However, it is acknowledged that it would be possible to incorporate active travel crossing facilities into a roundabout design which would better align to the assessment objectives.

Illustrative schematics showing the indicative locations of the shortlisted West Eynsham SDA A40 access options (including the infrastructure to be delivered as part of each option) are appended to this report as **Appendix D**. These were used to inform the shortlisted option scoring.

To provide further context, **Figure 4.2** illustrates the shortlisted options overlaid on the West Eynsham Masterplan and the main land ownerships.



Figure 4.2: Options illustratively overlaid on West Eynsham masterplan and land ownerships

4.4 Shortlist Option Scoring Results Summary

The sections of text below summarise the scoring for the shortlisted access options assessed against the different assessment objectives. The full appraisal and associated scoring notes for all options are provided in **Appendix C**.

4.4.1 Objective 1

The summary appraisal for *Objective 1: Manage impacts on the wider highway network*, is provided in **Table 4.1** below.

Table 4.1 - Appraisal Summary: Objective 1

Objective	Sub-objective	Assessment Criteria	Option A - Sensitivity Park & Ride Junction: 4-arm signals Western Access: 3-arm signals	Option B - Sensitivity Park & Ride Junction: Staggered signals Western Access: 3-arm signals	Option C - Core Park & Ride Junction: 3-arm (no bus only arm to West Eynsham) Western Access: Staggered signals	Option D - Core Park & Ride Junction: 3-arm (no bus only arm to West Eynsham) Western Access: 4-arm crossroads
Manage impacts on the wider highway network	Objective H1: Minimise adverse impacts on A40 journey times	1. VISSIM Model and Junction Modelling Results (comparison between scenarios, delay on A40 approaches).	2	2	1	1
	Objective H2: Accommodate existing and forecast freight movements on A40	1. Need to reconfigure/relocate lorry parking/ layby areas.	0	0	0	2
		2. Allowance for safe and direct access to laybys from A40, minimising risk of rat running through laybys.	0	1	0	0
	Objective H3: Minimise impacts on A40 during construction	1. Scale of construction/opportunity to coordinate construction with other A40 works.	0	0	1	2

The appraisal of options against the first objective was informed by the findings of the VISSIM modelling work summarised in **Section 3** of this report. When considering Sub-objective H1: *Minimise adverse impacts on A40 journey times*, the modelling forecasts slightly less delay on the A40 at the P&R and Salt Cross junctions in the A and B Sensitivity options than in the C and D Core options, although overall network capacity is very similar across all shortlisted options.

When considering criteria H2.1: *Need to relocate lorry parking/layby areas*, all shortlisted options apart from Option D - Core, require either the relocation of, or amendments to the existing laybys. Although it is noted that in relation to the Westbound Layby both Option A - Sensitivity and Option B Sensitivity would allow for some element of the existing facility to be retained.

When being assessed against criteria H2.2: *Allowance for safe and direct access to laybys from A40, minimising risk of rat running through laybys*, it was found that there is the potential for vehicles to use the laybys to rat-run either to and from West Eynsham or past the Park & Ride junction in all shortlisted options. Option B – Sensitivity scored the highest as it was considered that the ability for vehicles to exit the westbound layby via the West Eynsham A40 access junction provided a more controlled arrangement than in the other options.

When considering sub-objective H3: *Minimise impacts on A40 during construction*, Option A and B Sensitivity options scored the lowest out of the shortlisted options due to the larger scale of construction required for this option, which entails making amendments to both of the existing laybys. Option C – Core scored slightly higher due to the eastbound layby only requiring amendments in this option, whilst Option D – Core scored the highest as it requires the smallest extents of highway works (with both laybys being retained).

4.4.2 Objective 2

The summary appraisal for *Objective 2: Encourage and enable safe, healthy and sustainable travel*, is provided in **Table 4.2** below.

Table 4.2 - Appraisal Summary: Objective 2

Objective	Sub-objective	Assessment Criteria	Option A - Sensitivity Park & Ride Junction: 4-arm signals Western Access: 3-arm signals	Option B - Sensitivity Park & Ride Junction: Staggered signals Western Access: 3-arm signals	Option C - Core Park & Ride Junction: 3-arm (no bus only arm to West Eynsham) Western Access: Staggered signals	Option D - Core Park & Ride Junction: 3-arm (no bus only arm to West Eynsham) Western Access: 4-arm crossroads
Encourage and enable safe, healthy and sustainable travel	Objective S1: Enable improved access to, and increased use of, public transport	1. Facilitates fast and reliable bus services, indicated by modelled total bus delay at A40 junctions, comparisons of modelled bus journey times.	2	1	2	1
		2. Ability to prioritise bus movements on the A40 now and in the future, particularly into the Park & Ride site.	0	1	1	1
		3. Link to Eynsham Park and Ride site.	2	1	1	1
		4. Links to existing and new bus stops on the A40.	1	1	1	1
	Objective S2: Maximise permeability through the site for pedestrians and cyclists	1. Allowance for pedestrian and cycle route connectivity from A40 into the spine road.	0	1	2	2
		2. Allowance for connections north-south to the Salt Cross Garden Village and Science Park.	0	1	1	2
		3. Modelled delay to pedestrians at A40 junction.	0	0	1	2
	Objective S3: Maintain and enhance safety for all highway users	1. Allowance for safe, segregated, attractive and accessible crossing points at A40 junctions.	1	2	2	2

Appraisal against this second objective, which concentrates on safe and sustainable access, was primarily based upon a qualitative assessment of each option, considering the proximity of each option to existing and planned sustainable transport facilities, including potential crossing locations on the A40.

Table 4.2 shows that the shortlisted options score similarly for sub-objective S1: *Enable improved access to, and increased use of, public transport* with some variation of scores across the different assessment criteria. For instance, when considering assessment criteria S1.1: *Facilitates fast and reliable bus services, indicated by modelled total bus delay at A40 junctions, comparisons of modelled bus journey times*, VISSIM modelling indicates that bus journey times across all shortlisted options are quite similar but Option A - Sensitivity and Option C - Core result in slightly quicker bus journey times for buses that route along the A40 (to the west of Eynsham) than Option B - Sensitivity and Option D - Core.

All shortlisted options apart from Option A - Sensitivity score the same (+1) when addressing assessment criteria S1.2: *Ability to prioritise bus movements on the A40 now and in the future, particularly into the Park & Ride site*. This is because having a fourth arm at the Park and Ride junction will allow less time in the signal stages for bus movements to access and egress the Park and Ride site, which is critical at the Park and Ride junction as there is likely to be high levels of bus movements accessing and egressing the site.

Option A - Sensitivity scores highest in terms of assessment criteria S1.3: *Link to Eynsham Park and Ride site*, as it is the only shortlisted option that provides direct connections between the Park and Ride Site and West Eynsham for public transport services. All the other shortlisted options provide a staggered connection.

Assessing the options against sub-objective S2: *Maximise permeability through the site for pedestrians and cyclists*, Option D – Core scored the highest on the various assessment criteria primarily due to the active mode connections that this option provides between West Eynsham and Salt Cross Garden Village. Option A – Sensitivity scored the lowest due to having longer, staggered active mode connections between West Eynsham and Salt Cross Garden Village as well as requiring active mode users of the Spine Road to cross the westbound layby, which all negatively impact the active mode user experience of the option (although it is noted that all options will still require westbound active travel between Elm Place and P&R junction to cross the westbound layby-entry junction).

The appraisal of sub-objective S3: *Maintain and enhance safety for all highway users*, was broadly consistent and positive across the shortlisted options. Option A – Sensitivity, scores lower as provides two north-south crossings at the A40 junctions which is less than the other shortlisted options which provide three.

4.4.3 Objective 3

The summary appraisal for *Objective 3: Protect and enhance the local environment*, is provided in **Table 4.3** below.

Table 4.3 - Appraisal Summary: Objective 3

Objective	Sub-objective	Assessment Criteria	Option A - Sensitivity Park & Ride Junction: 4-arm signals Western Access: 3-arm signals	Option B - Sensitivity Park & Ride Junction: Staggered signals Western Access: 3-arm signals	Option C - Core Park & Ride Junction: 3-arm (no bus only arm to West Eynsham) Western Access: Staggered signals	Option D - Core Park & Ride Junction: 3-arm (no bus only arm to West Eynsham) Western Access: 4-arm crossroads
Protect and enhance the local environment	Objective E1: Protect the natural environmental and heritage assets of the West Eynsham SDA site	1. Impact on Floodplain.	2	2	1	0
		2. Preserve current biodiversity and promote its expansion.	-1	0	1	2

The appraisal of options against the third overarching objective, which assessed the potential impact that the options could have on the wider environment, was a qualitative assessment based on the latest information available.

When scoring assessment criteria E1.1: *Impact on Floodplain*, Options A and B Sensitivity score the highest out of the shortlisted options because the West Eynsham access (and thus Spine Road) is located further away from the modelled flood zone, whereas Option D – Core scores the lowest out of the shortlisted options, as the West Eynsham access is located further to the west, closer to the modelled flood zone.

The appraisal of options against assessment criteria: E1.2: *Preserve current biodiversity and promote its expansion* were based on a qualitative assessment of the scale of construction and land take for each option (taking into account an option's impact to the existing laybys). It was determined that Option A – Sensitivity would likely have the greatest impact to biodiversity due to the scale of land take required to accommodate the option as well as the requirement to amend both laybys (which will likely require the loss of trees screening the existing laybys) whereas Option D – Core would have the least impact due to the requirement for less land take and the fact that there will be no loss of trees/vegetation around the westbound layby in this option.

4.4.4 Objective 4

The summary appraisal for *Objective 4: Support positive healthy placemaking*, is provided in **Table 4.4** below.

Table 4.4 - Appraisal Summary: Objective 4

Objective	Sub-objective	Assessment Criteria	Option A - Sensitivity Park & Ride Junction: 4-arm signals Western Access: 3-arm signals	Option B - Sensitivity Park & Ride Junction: Staggered signals Western Access: 3-arm signals	Option C - Core Park & Ride Junction: 3-arm (no bus only arm to West Eynsham) Western Access: Staggered signals	Option D - Core Park & Ride Junction: 3-arm (no bus only arm to West Eynsham) Western Access: 4-arm crossroads
Support positive healthy placemaking	Objective P1: Creates an attractive and proportionate gateway into the Eynsham area and to the Eynsham strategic development site/s	1. Scale of junction / access arrangement footprint.	1	1	1	2
		2. Facilitates landscaping/ greening at A40 junctions and alongside A40.	1	1	2	1
		3. Provision of space for pedestrians and cyclists.	2	2	2	2
		4. Promotes personal security.	-1	-1	-1	1
	Objective P2: Enable delivery of comprehensive development	1. Positive relationship with the Garden Village Development.	0	1	1	2
		2. Positive relationship with Park and Ride site.	1	1	1	1
		3. Extent to which option supports the comprehensive delivery of the West Eynsham SDA.	0	0	1	2

The appraisal of options against the fourth overarching objective focuses on the place-making role of the access option and is based upon qualitative assessments. These accounted for the relationship of the site with surrounding areas of development and its ability to support the comprehensive delivery of the West Eynsham SDA, as well as its role in creating an attractive and proportionate gateway into the Eynsham area and wider Eynsham strategic development sites.

Appraisal of the shortlisted options against sub-objective P1: *Creates an attractive and proportionate gateway into the Eynsham area and to the Eynsham strategic development site/s* found that Option D – Core scored the highest primarily due to it providing a singular gateway junction access for both the Salt Cross and West Eynsham development sites promoting personal security through encouraging increased street-level usage and natural surveillance. Option B - Sensitivity and Option C - Core score lower primarily due to these options providing separate (more disjointed) accesses to the West Eynsham and Salt Cross development areas and the Park & Ride site leading to more spread-out street level usage which limits natural surveillance, negatively impacting personal security. Option A – Sensitivity scores lower due to the ability for active mode and vehicle users to access West Eynsham through the layby, which undermines the attractiveness of the signalised crossroads junction proposed at West Eynsham as a gateway into the development and has a negative impact on feelings of personal security.

Appraisal of the shortlisted options against sub-objective P2: *Enable delivery of comprehensive development* found that, Option D – Core scored highest primarily due to providing better connections between West Eynsham and Salt Cross Garden Village then the other shortlisted options. It was judged that the larger scale of works associated with delivering the Option A and B Sensitivity options and the lower opportunity to share the cost of delivering the junction with the Salt Cross developers, will likely result in a higher delivery cost which

may impact the ability for the developer to comprehensively deliver all proposed elements of the West Eynsham SDA (e.g. affordable housing, green and blue infrastructure, other community facilities etc...).

4.4.5 Objective 5

The summary appraisal for *Objective 5: Deliverable and viable to support housing delivery*, is provided in **Table 4.5** below.

Table 4.5- Appraisal Summary: Objective 5

Objective	Sub-objective	Assessment Criteria	Option A - Sensitivity Park & Ride Junction: 4-arm signals Western Access: 3-arm signals	Option B - Sensitivity Park & Ride Junction: Staggered signals Western Access: 3-arm signals	Option C - Core Park & Ride Junction: 3-arm (no bus only arm to West Eynsham) Western Access: Staggered signals	Option D - Core Park & Ride Junction: 3-arm (no bus only arm to West Eynsham) Western Access: 4-arm crossroads
Deliverable and viable to support housing delivery	Objective D1: Provides an access arrangement that unlocks housing	1. Amount of housing development / land parcels unlocked / strategic development sites.	0	0	0	0
	Objective D2: Provides flexibility for phased delivery	2. Ability to bring forward access junction/s in a timely and phased way to support phased development.	2	2	2	1
	Objective D3: Cost effective solution	3. Scale of Cost, opportunity to minimise and share delivery costs and coordinate delivery.	0	0	1	2
	Objective D4: Minimises risk to delivery of A40 access and housing delivery	4. Potential high-level risks to delivery, considering land requirements (including the number of ownerships) for SDA highway infrastructure, flood risk issues, stakeholder concerns.	-2	0	-1	-1

The appraisal of options against the objective of being deliverable and viable to support housing delivery considered the extent to which access arrangements could unlock development land, support phased and timely delivery of developments and minimise costs. Key risks were reviewed, including land ownership complexity, flood risk, and stakeholder concerns, to determine how these might impact the overall deliverability and viability of the West Eynsham SDA.

All options were awarded a score of 0 regarding sub-objective D1: *Provides an access arrangement that unlocks housing*, as all options were judged to have the ability to unlock the full housing allocations at both West Eynsham and Salt Cross (subject to the risks associated with that option being addressed and/or mitigated, appropriate collaboration between the developers and commercial matters being agreed / affordable).

In terms of the scoring for sub-objective D2: *Provides flexibility for phased delivery*, all junction options could potentially be delivered in a phased manner to support delivery at both West Eynsham and Salt Cross (and to support an early phase of development at the northern end of the West Eynsham SDA). Again, this would be subject to the risks associated with each option being addressed and/or mitigated, appropriate collaboration between the developers and commercial matters being agreed / affordable. Option D - Core was judged to score slightly lower than the other shortlisted options as delivering a single signalised crossroads junction

serving both West Eynsham and Salt Cross offers slightly less flexibility for phased junction delivery than a staggered junction layout, although it is noted that phasing is still possible (see **Appendix G** for design drawings which show how the delivery of the junction could be phased).

When considering Sub-objective D3: *Cost effective solution*, Option D – Core was assessed to score the highest out of the shortlisted options due to the likely lower cost associated with not impacting the existing laybys and the fact that there is a strong opportunity to share the cost of the access junction with the Salt Cross developer as both developments share the same junction in this option. Option A and B Sensitivity options scored the lowest out of the shortlisted options due to the likely higher delivery costs (due to layby amendments) and the limited opportunity to cost share with Salt Cross development due to the disparate nature of the West Eynsham and Salt Cross junctions providing access to the developments.

The scoring of the final sub-objective assessed in the appraisal process (sub-objective D4: *Minimises risk to delivery of A40 access and housing*), shows that there are risks associated with delivering all the shortlisted options. Option A – Sensitivity scored the lowest out of the shortlisted scheme options due to deliverability risks around the option requiring the West Eynsham Spine Road to route through land with at least three different land owners/interested parties (which is more than the other shortlisted options) and stakeholder concerns around the option's impact to the layby. Option B - Sensitivity potentially has the lowest risk associated with delivery of a first phase of development to the north of West Eynsham SDA. As indicated in **Figure 4.2** it could be delivered within a single land ownership to unlock early housing delivery, although there may be stakeholder concerns around the option's impact to the westbound layby and it is noted that delivery of the full spine road and further phases of housing as envisaged in the masterplan would still require collaboration between developers in this option.

Option C - Core and Option D - Core both have delivery risk associated with routing through land with two different land owners/interest parties, potentially impacting on early housing delivery at the north of the West Eynsham SDA if the parties cannot collaborate. These options are located in close proximity to the modelled flood zone area which may raise concerns with the Environment Agency. There may also be some concerns around the proximity of HGVs egressing the westbound layby in close proximity to the access junction and risks associated with vehicles turning right out of the layby.

4.4.6 Summary

Following the appraisal of the shortlisted options against the agreed project objectives and sub-objectives, a total score was assigned to each access option. Although it is noted that there are opportunities to modify the design of each option to improve their performance against the assessment objectives, it should be recognised that the options assessment is based on the design proposals put forward by each of the developers at the time of writing.

The overall scores per option are shown in **Table 4.6** below.

Table 4.6: Access Option Appraisal Summary

Objective	Option A - Sensitivity	Option B - Sensitivity	Option C - Core	Option D - Core
	Park & Ride Junction: 4-arm signals	Park & Ride Junction: Staggered signals	Park & Ride Junction: 3-arm (no bus only arm to West Eynsham)	Park & Ride Junction: 3-arm (no bus only arm to West Eynsham)
	Western Access: 3-arm signals	Western Access: 3-arm signals	Western Access: Staggered signals	Western Access: 4-arm crossroads
Manage impacts on the wider highway network	2	3	2	5
Encourage and enable safe, healthy and sustainable travel	6	8	11	12
Protect and enhance the local environment	1	2	2	2
Support positive healthy placemaking	4	5	7	11
Deliverable and viable to support housing delivery	0	2	2	2
Total	13	20	24	32

Table 4.6 shows that access options located further to the west on average score higher than those located to the east with Options C and D scoring notably better in terms of sustainable travel and placemaking. Option D – Core was assessed to score the highest.

4.5 Stakeholder Feedback on Options Assessment

A summary of the methodology undertaken to assess the different A40 access options and the results of the option assessment was presented to the following stakeholders via Microsoft Teams meetings on 21/05/25 and 22/05/25 with the aim of capturing feedback on the assessment methodology and results:

- West Oxfordshire District Councillors;
- Eynsham Parish Council; and
- Landowners / Developers who attend the monthly Eynsham Developer Forums.

A copy of the slides presented at the stakeholder meetings is appended to this report as **Appendix E**.

The text below summarises the main points of interest raised during the stakeholder meetings.

4.5.1 West Oxfordshire District Councillors

The main feedback provided by the WODC Councillors related to some concerns around the proximity of vehicles egressing the westbound layby to the West Eynsham access junction and their ability to turn right out of the layby in Option C and D Core and queried whether these options could incorporate the westbound layby connecting to the Spine Road, as per in Option B.

4.5.2 Eynsham Parish Council

Feedback from the Eynsham Parish Council Councillors is summarised as follows:

- Parish Councillors expressed their concerns around access options that could facilitate further development to the west of West Eynsham SDA. This is primarily because they regard Chil Brook as a natural boundary to Eynsham and are concerned that if the access junction was located to the west, developers may be more likely to explore the opportunity for further westward expansion.
- Similarly to the WODC Councillors, Parish Councillors expressed some concerns around the proximity of vehicles egressing the westbound layby to the West Eynsham access junction and their ability to turn right out of the layby in Option C and D Core. They also expressed concerns about the risk of rat

running through the westbound layby in all options to avoid any queuing at the Park and Ride junction and / or to access the West Eynsham SDA spine road.

- They did not oppose relocating and/or altering existing layby arrangements noting the importance of enabling the development of West Eynsham SDA and Salt Cross Garden Village to deliver approximately 3,000 homes.
- Parish Councillors expressed their desire for the Spine Road (and associated A40 access junction) to be built early on in the development of the West Eynsham SDA so that traffic for the SDA does not route through Eynsham Village.
- Parish Councillors expressed the importance for the different landowners involved in the developments to cooperate with one another to ensure the comprehensive delivery of the development. They expressed a desire that the option assessment and ongoing work with the developers should be focussed on delivery of a high quality solution for all users and the local community, rather than being constrained by current land ownership arrangements. They felt that as much as possible there should be a focus on delivering the vision as set out in the West Eynsham SDA masterplan.

4.5.3 Eynsham Developer Forum

Feedback from the Eynsham Developer Forum is summarised as follows:

- Developers were generally in agreement that regardless of the eventual preferred option, a coordinated approach to infrastructure funding and delivery is required, accounting for the various landowners and developers with an interest in the SDA and the varying timescales for delivery between different development parcels. In particular, they agreed that infrastructure burdens associated with the delivery of the sites would need to be fairly and proportionally shared between different development parcels (without ransom). Discussions around drafting and agreeing a Heads of terms (HoTs) between the different developers was initiated.
- Queries were raised regarding the level of engagement that has been undertaken with the Environment Agency (EA), particularly around the proximity of Options C and D Core to the modelled flood zone area. The developer of Options C and D Core confirmed that engagement with the EA had been undertaken during the development of these options and developers agreed that further engagement is required closer to the time of determining a preferred option.
- Queries were raised around the likelihood of cost sharing opportunities between West Eynsham and Salt Cross Garden Village as West Eynsham is likely to be delivered well in advance of Salt Cross Garden Village.
- The developer of Option D – Core confirmed that the construction of this option could be phased to support delivery and would provide design drawings demonstrating this potential.

Subsequent to the Eynsham Developer Forum, further feedback around additional considerations for the options assessment was provided by Welbeck Land via email which are summarised as follows:

- Suggested that access designs need to be extended to show at least the first c100m of the Spine Road to better understand which landholdings may be required to deliver an initial phase of development.
- Queries around whether the council is going to cost up each of the design options and, if so, a suggestion that it should be done independently.
- Queries around Berkeley's Flood Map Challenge.

4.5.4 Subsequent Feedback

Following the engagement sessions held with the stakeholders (as summarised above), a draft of the West Eynsham SDA A40 Access Options Assessment (Version 2.0) was shared with the various stakeholders for comment. Version 3.0 of the West Eynsham SDA A40 Access Options Assessment has been updated to incorporate the feedback received with **Appendix F** providing further details around how the feedback has been addressed.

5 Summary, Conclusion and Next Steps

This West Eynsham SDA A40 Access Options Assessment report sets out the approach undertaken to assess the different access arrangements from the A40 to development at West Eynsham (and Salt Cross) put forward by the developers in the context of the change in scope of the A40 Housing Infrastructure Fund 2 (HIF2) scheme. Whilst the assessment is considered comprehensive and proportionate to the stage of development, it should be noted that the assessment was a strategic option assessment based on the information available (and made available) at the time. As such, although aspects such as land ownership, cost, deliverability, and viability were reviewed at a high level, it was not possible to explore some of the related commercial matters in detail.

The assessment found that access Options C - Core and Option D - Core scored better overall, particularly in terms of sustainable and active travel and placemaking. Option D - Core was identified as the highest scoring option, having additional placemaking benefits arising from providing a more compact access arrangement that would act as a single gateway serving both West Eynsham and Salt Cross. This arrangement could also provide opportunities to cost share. It is therefore recommended that Option D – Core is progressed as the preferred access arrangement from the A40 to development at West Eynsham (and Salt Cross).

There are delivery risks associated with each of the access options which in turn present a risk to housing delivery at West Eynsham SDA. Option B - Sensitivity potentially has the lowest risk associated with accelerating delivery of a first phase of development to the north of West Eynsham SDA. However, there are clearly opportunities to mitigate the delivery risks associated with all the options, particularly through positive collaboration between the site promoters.

The findings from the Option Assessment process outlined throughout this report should be used to guide the ongoing progression of the West Eynsham SDA and Salt Cross Garden Village developments and their A40 access arrangements. This will need to be informed by evolving discussions between the Councils, stakeholders and developers regarding potential further design improvements and ways to mitigate risks to delivery. The objectives and selected criteria should be used by the developers to collaborate towards the most cost effective, lowest risk and best placemaking solution.

A40 Corridor
Modelling Technical Note
Draft-01
A
30 th May 2025

Introduction

Oxfordshire County Council (OCC) and West Oxfordshire District Council (WODC) appointed Pell Frischmann to undertake an option assessment reviewing, assessing and recommending a preferred access arrangement from the A40 to development at West Eynsham (and Salt Cross). A previous piece of work undertaken by WYG in 2020 considered A40 access options along with a range of internal access configurations at West Eynsham. This current assessment builds on the work undertaken in 2020 - assessing several A40 access options more recently put forward by the developer interests at West Eynsham.

These latest options have all been developed in the context of the change in scope of the HIF2 scheme e.g. removal of the proposed dualling of the A40 between the Park & Ride Site and Witney and retention of the WB layby at Eynsham.

Part of the scoring assessment of the Options includes the performance for general traffic, buses and sustainable modes. Therefore, the Options have been assessed using LinSig initially to sift the Options to four to take forward for more detailed wider assessment within the A40 Corridor VISSIM model.

This report is to be regarded as confidential to our Client and is intended for their use only and may not be assigned except in accordance with the contract. Consequently, and in accordance with current practice, any liability to any third party in respect of the whole or any part of its contents is hereby expressly excluded, except to the extent that the report has been assigned in accordance with the contract. Before the report or any part of it is reproduced or referred to in any document, circular or statement and before its contents or the contents of any part of it are disclosed orally to any third party, our written approval as to the form and context of such a publication or disclosure must be obtained.						
Report Ref.		West Eynsham Modelling Summary Technical Note.Docx				
File Path		P:\Data\105218 - A40 Further Modelling\4 Int Data\4.7 West Eynsham\WIP\Documents\Reports\West Eynsham Modelling Summary Technical Note.docx				
Rev	Suit	Description	Date	Originator	Checker	Approver
1		Initial Draft	30-May-2025	MH	HQ	MH
2		Updated following comments	10-Jun-2025	MH	HQ	MH
Ref. reference. Rev revision. Suit suitability.						

Options Assessed

Four options with sensitivity tests were initially assessed in the junction capacity software, LinSig. The options are shown in Figure 1 and are described below. The drawings for each Option are also provided in Appendix A which were provided by the Developers for each relevant Option. Note that two lanes in each direction are provided between Salt Cross and the P&R in all Options.

Option A

Retains the same layout as the core HIF2 scheme, i.e. a roundabout at Salt Cross and signalised cross-roads at the P&R junction. The sensitivity test removes the roundabout at Salt Cross to be replaced with a signalised T-junction.

Option B

Is the same as Option A at Salt Cross but introduces a staggered layout at the P&R junction with the southern developer arm to West Eynsham offset to the west of the P&R junction. The sensitivity test is consistent with Option A in that it removes the roundabout at Salt Cross to be replaced with a signalised T-junction.

Option C

The Salt Cross junction is a staggered signalised arrangement with the southern developer arm to West Eynsham offset to the east. The P&R junction is reverted to a signalised T-junction. The sensitivity test restores the southern arm at the P&R junction as a bus only link.

Option D

Is similar to Option C but the Salt Cross junction is a signalised cross-roads. The sensitivity test also restores the southern arm at the P&R junction as a bus only link.

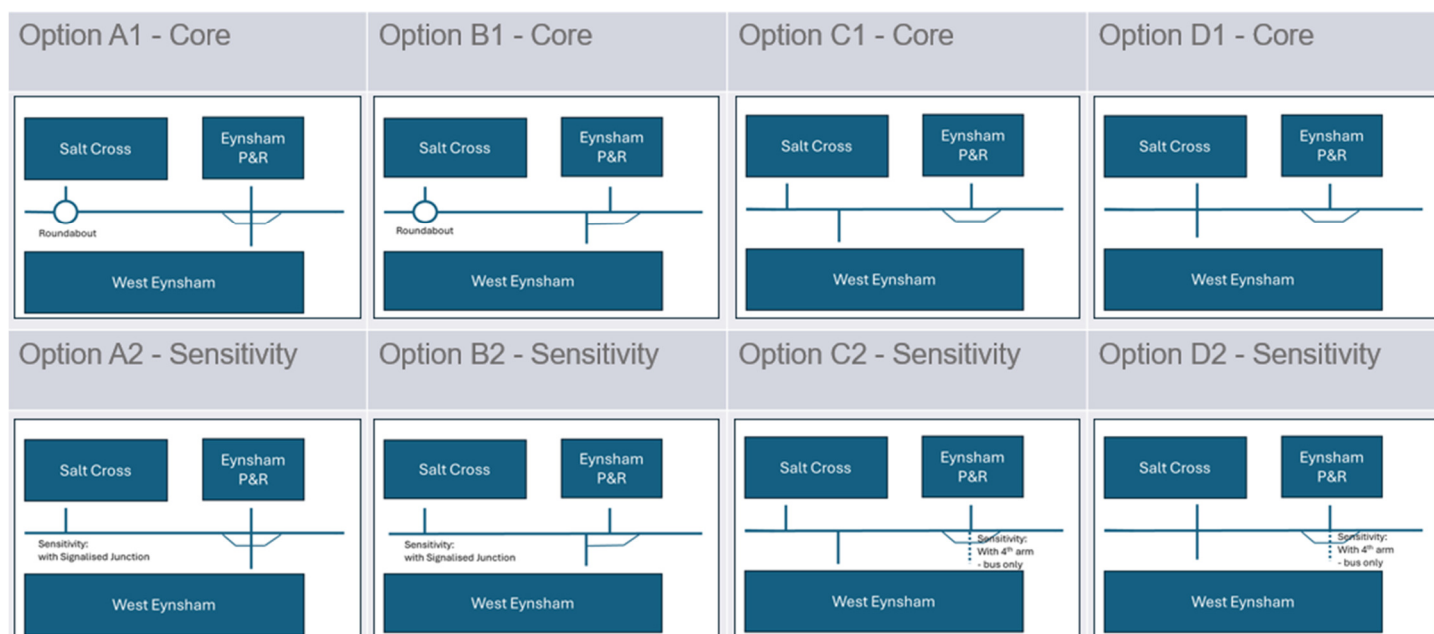


Figure 1 – Options Assessed – Indicative Layouts

LinSig Model Assessment

The Options were initially assessed using LinSig. LinSig calculates the capacity of junctions under different signalised and non-signalised layouts. The Options have been coded into LinSig based initially on models provided to OCC by the developers. These models have been adjusted for consistency and coded with the appropriate changes for each option. The model results were then used to determine which four Options to carry through to more detailed wider assessment in VISSIM.

The traffic flows used in the models are based on the latest A40 VISSIM model flows for 2028 and 2041 being used to assess the revised HIF2 scheme ('Core Do Something Scenario'). These flows include forecast development demand in 2028 and 2041 at West Eynsham SDA and Salt Cross Garden Village. The 'Core Do Something Scenario' is the same as Option A and assumes a 3 arm- roundabout serving Salt Cross and a 4-arm junction serving the Eynsham Park and Ride and West Eynsham SDA. The vehicle flows were converted to Passenger Car Units (PCUs) as required in LinSig. The flows are consistent throughout all Options with the only differences between reassignment of flows to cater for the position of the southern developer access to West Eynsham.

Note that Options C and D consisted of two versions, low and high capacity versions. Initial testing showed that the low capacity did not operate satisfactorily, so the high version with two lanes has been retained for all assessment.

2028 Results

The results of the 2028 AM and PM peaks in terms of the Practical Reserve Capacity (PRC) and total delay in PCU/hours for each junction and overall, are shown in Tables 1 and 2 below for the AM and PM peaks respectively.

Table 1 – LinSig Results Summary - 2028 AM Peak

Location/ Controller	Measure	2028 AM						
		Opt A	Opt B	Opt B Sens	Opt C	Opt C Sens	Opt D	Opt D Sens
P&R	PRC %	40%	40%	40%	40%	41%	31%	40%
Main	Delay pcu/hrs	13.29	8.21	8.21	9.71	7.82	9.7	12.67
P&R	PRC %	39%	37%	37%	37%	39%	37%	39%
Bus-Gate	Delay pcu/hrs	2.9	2.79	2.79	2.79	2.9	2.79	2.9
Salt Cross	PRC %	-	96%	96%	41%	41%	43%	43%
Controller 2	Delay pcu/hrs	-	6.27	6.27	8.02	7.82	15.45	15.29
Salt Cross	PRC %	-	-	81%	-	-	-	-
Controller 3	Delay pcu/hrs	-	-	8.95	-	-	-	-
Overall	PRC %	39%	37%	37%	37%	39%	31%	39%
	Delay pcu/hrs	21.26	22.11	28.48	21.51	24.51	29.54	32.59

Table 2 – LinSig Results Summary - 2028 PM Peak

Location/ Controller	Measure	2028 PM						
		Opt A	Opt B	Opt B Sens	Opt C	Opt C Sens	Opt D	Opt D Sens
P&R	PRC %	50%	44%	44%	44%	50%	44%	50%
Main	Delay pcu/hrs	23.64	13.18	13.18	14.31	23.25	13.12	23.26
P&R	PRC %	46%	42%	42%	42%	46%	42%	46%
Bus-Gate	Delay pcu/hrs	2.56	2.53	2.53	2.53	2.56	2.53	2.56
Salt Cross	PRC %	-	123%	125%	55%	55%	48%	49%
Controller 2	Delay pcu/hrs	-	5.28	5.28	7.70	7.54	13.65	13.54
Salt Cross	PRC %	-	-	55%	-	-	-	-
Controller 3	Delay pcu/hrs	-	-	10.38	-	-	-	-
Overall	PRC %	46%	42%	42%	42%	46%	42%	46%
	Delay pcu/hrs	32.05	26.04	33.98	25.85	35.05	31.31	41.79

The results of the 2028 models show that:

- All Options work within capacity with positive PRC;
- Option B sensitivity test has more delay than the core scenario, due to the signalisation of Salt Cross; and,
- Options C and D sensitivity tests have a higher PRC but also higher delay than the core scenarios.

2041 Results

The results of the 2041 AM and PM peaks in terms of the PRC and total delay in PCU/hours for each junction and overall, are shown in Tables 3 and 4 below for the AM and PM peaks respectively.

Table 3 – LinSig Results Summary - 2041 AM Peak

Location/ Controller	Measure	2041 AM						
		Opt A	Opt B	Opt B Sens	Opt C	Opt C Sens	Opt D	Opt D Sens
P&R	PRC %	24%	51%	50%	32%	28%	21%	19%
Main	Delay pcu/hrs	26.94	13.12	13.13	12.46	18.27	12.2	17.87
P&R	PRC %	83%	84%	84%	84%	86%	83%	86%
Bus-Gate	Delay pcu/hrs	2.08	1.93	1.93	1.93	2.07	1.93	2.07
Salt Cross	PRC %	-	53%	53%	31%	29%	17%	19%
Controller 2	Delay pcu/hrs	-	19.19	19.19	15.97	15.67	25.01	24.78
Salt Cross	PRC %	-	-	53%	-	-	-	-
Controller 3	Delay pcu/hrs	-	-	9.25	-	-	-	-
Overall	PRC %	24%	51%	50%	31%	28%	17%	19%
	Delay pcu/hrs	34.29	39.44	46.03	31.68	37.59	40.98	46.82

Table 4 – LinSig Results Summary - 2041 PM Peak

Location/ Controller	Measure	2041 PM						
		Opt A	Opt B	Opt B Sens	Opt C	Opt C Sens	Opt D	Opt D Sens
P&R	PRC %	20%	17%	17%	21%	20%	21%	20%
Main	Delay pcu/hrs	28.57	14.37	14.37	14.35	25.18	14.35	25.17
P&R	PRC %	18%	15%	15%	15%	18%	15%	18%
Bus-Gate	Delay pcu/hrs	3.86	4.1	4.1	4.1	3.86	4.1	3.86
Salt Cross	PRC %	-	26%	26%	26%	29%	21%	21%
Controller 2	Delay pcu/hrs	-	10.31	10.29	11.55	11.23	18.93	18.72
Salt Cross	PRC %	-	-	40%	-	-	-	-
Controller 3	Delay pcu/hrs	-	-	11.43	-	-	-	-
Overall	PRC %	18%	15%	15%	15%	18%	15%	18%
	Delay pcu/hrs	37.77	33.95	43.02	31.36	41.95	39.57	50.27

The results of the 2041 models show that:

- All Options work within capacity with positive PRC;
- Option B sensitivity test has more delay than the core scenario, due to the signalisation of Salt Cross; and,
- Options C and D sensitivity tests have a higher PRC but also higher delay than the core scenarios.

Summary

In summary there is not much to choose between the Options in terms of capacity, but in terms of the performance in tandem with the initial assessment scoring exercise the following Options were selected to be assessed further in VISISM:

- Option A Sensitivity;
- Option B Sensitivity;
- Option C Core; and,
- Option D Core.

VISSIM Model Assessment

VISSIM is a microscopic traffic flow simulation model based on car following and lane change logic. VISSIM can analyse vehicular traffic including bus / tram, pedestrian and bicycle operations under constraints such as lane configuration, traffic composition, traffic signals, and bus/tram stops. VISSIM does not follow the conventional link / node modelling system, but utilises a link / connector system that enables complex geometry to be modelled. The link / connector system also permits different traffic controls (signal, give way or stop) to be utilised anywhere in the model. VISSIM is also capable of modelling vehicle actuated traffic control utilising the Vehicle Actuated Programming (VAP) module. Therefore, it is the most appropriate tool for the modelling of complex geometry and traffic controls (give way and traffic signal) operating within the study area.

The A40 corridor model was first developed by AECOM for the original HIF2 scheme application. It has subsequently been updated by Pell Frischmann to remove issues and inconsistencies identified in a model audit. The revised model was recalibrated and revalidated to a base year of 2020. Revised forecast models were then developed for 2028 and 2041. For these scenarios, in order to provide more realistic forecast scenarios additional modelling has been undertaken in the A40 SATURN strategic highway model to reflect the revised HIF2 Scheme proposals and effectively only add in specific and relevant committed development site traffic (including at West Eynsham SDA and Salt Cross) and not include any NTEM background growth (supported by historic traffic volume data which demonstrates no evidence of daily or peak period traffic growth along the A40 corridor in the last 15 - 20 years due to the constrained nature of the route between Witney and Oxford and particularly through Oxford North, Wolvercote and Cutteslow).

The resulting growth within the VISSIM cordons has now reduced in both 2028 and 2041, more so in 2028, compared to the previous unconstrained versions. The 2041 trip matrices do still incorporate significant additional trip growth associated with the large strategic development sites located at Witney and Eynsham (allocated in the adopted West Oxfordshire Local Plan 2031).

To assess and compare the performance of various A40 access options only a single 2028 and 2041 demand scenario has been used. However, given the uncertainty around these future year demand scenarios and in the context of the Council's transport vision for the A40 corridor (focused on promoting public transport and active travel) it will be important for the site promoters to undertake further traffic modelling (in their Transport Assessment work) of any 'preferred' A40 access arrangement using a range of development demand scenarios.

The A40 VISSIM Do Something models have been used as the starting point to develop the new Options. The demand for each scenarios remains unchanged but as the network is changed in each Option the models had to be reconverged and thus the assignment between each Option will be slightly different.

The signal timings from the LinSig models have been used within the VISSIM models at the Salt Cross and P&R junctions as appropriate.

The models have been coded with the geometry for each Option as per the drawings provided (see Appendix A) and outputs in terms of junction performance and journey time sections have been extracted and compared.

Junction Performance Results

The junction performance results are presented in Table 5 below for the 2028 AM peak for the four key junctions by hour in terms of average queue length (metres), delay (seconds) and the LOS. The LOS is an American concept derived from their Highway Capacity Manual (2016) and rates junction performance based upon delay thresholds on an A to F grading as follows:

- LOS A - 0 to 10 seconds;
- LOS B - 10 to 20 seconds (10 to 15 seconds for unsignalised);
- LOS C - 20 to 35 seconds (15 to 25 seconds for unsignalised);
- LOS D - 35 to 55 seconds (25 to 35 seconds for unsignalised);
- LOS E - 55 to 80 seconds (35 to 50 seconds for unsignalised); and,

- LOS F - Over 80 seconds (over 50 seconds for unsignalised).

A LOS of A-D indicates the junction is within capacity, E indicates at capacity and F indicates the junction is over capacity.

Table 5 – Junction Performance Results Comparison – 2028 AM Peak

Hour	Node	Description	Avg Q Length (m)					Delay (s)					LOS				
			DS	Opt A	Opt B	Opt C	Opt D	DS	Opt A	Opt B	Opt C	Opt D	DS	Opt A	Opt B	Opt C	Opt D
7:00-8:00	1007	A40/Witney Road	9	8	9	9	9	20	19	20	20	20	B	B	B	B	B
	1224	A40/Cuckoo Lane	0	0	0	0	0	6	6	7	7	7	A	A	A	A	A
	31330	A40/P&R	6	6	8	10	10	19	18	22	19	18	B	B	C	B	B
	31357	A40/Salt Cross	1	2	3	3	7	12	9	8	14	16	B	A	A	B	B
	HOURLY TOTALS		24	19	26	28	28	35	32	36	37	38	C	C	D	D	D
8:00-9:00	1007	A40/Witney Road	12	10	12	11	12	23	21	22	22	22	C	C	C	C	C
	1224	A40/Cuckoo Lane	1	1	1	1	1	9	9	10	10	10	A	A	B	A	A
	31330	A40/P&R	9	9	10	18	17	18	18	24	23	22	B	B	C	C	C
	31357	A40/Salt Cross	1	4	4	4	14	18	11	11	17	19	C	B	B	B	B
	HOURLY TOTALS		11	10	13	14	15	27	25	29	28	29	D	C	D	D	D
9:00-10:00	1007	A40/Witney Road	9	8	11	9	10	20	20	21	20	20	B	B	C	B	C
	1224	A40/Cuckoo Lane	0	0	0	0	0	9	9	10	10	10	A	A	B	A	A
	31330	A40/P&R	7	7	8	15	15	18	17	23	22	21	B	B	C	C	C
	31357	A40/Salt Cross	1	3	4	4	12	15	10	10	16	18	B	A	A	B	B
	HOURLY TOTALS		15	12	15	16	17	27	26	28	28	28	C	C	C	C	C

The results show that all Options perform similarly and all within capacity, but Option A Sensitivity test performs the best at the P&R junction and Options A/B Sensitivity test at Salt Cross. Across the entire network (beyond the four key junctions), Option A Sensitivity test performs the best in all hours (as shown in the Hourly Totals), but the differences are marginal.

The junction performance results are presented in Table 6 below for the 2028 PM peak for the four key junctions by hour.

Table 6 – Junction Performance Results Comparison – 2028 PM Peak

Hour	Node	Description	Avg Q Length (m)					Delay (s)					LOS				
			DS	Opt A	Opt B	Opt C	Opt D	DS	Opt A	Opt B	Opt C	Opt D	DS	Opt A	Opt B	Opt C	Opt D
16:00-17:00	1007	A40/Witney Road	16	16	21	21	21	21	22	23	23	23	C	C	C	C	C
	1224	A40/Cuckoo Lane	2	1	1	1	1	13	13	13	16	15	B	B	B	C	C
	31330	A40/P&R	12	12	11	27	27	24	22	27	35	35	C	C	C	C	C
	31357	A40/Salt Cross	1	5	6	6	19	19	13	12	19	24	C	B	B	B	C
	HOURLY TOTALS		63	73	97	89	90	36	36	37	38	38	D	D	D	D	D
17:00-18:00	1007	A40/Witney Road	13	14	17	16	17	23	24	25	24	25	C	C	C	C	C
	1224	A40/Cuckoo Lane	2	1	2	2	2	14	14	15	19	17	B	B	B	C	C
	31330	A40/P&R	13	13	11	28	28	25	24	28	35	36	C	C	C	D	D
	31357	A40/Salt Cross	3	5	6	6	19	21	13	12	18	24	C	B	B	B	C
	HOURLY TOTALS		52	98	126	113	121	37	37	39	40	39	D	E	E	E	E
18:00-19:00	1007	A40/Witney Road	9	10	11	11	12	19	19	20	19	20	B	B	B	B	B
	1224	A40/Cuckoo Lane	0	1	1	1	1	10	10	11	13	13	B	A	B	B	B
	31330	A40/P&R	8	8	8	19	19	23	23	26	33	34	C	C	C	C	C
	31357	A40/Salt Cross	1	3	3	3	10	14	10	9	15	18	B	A	A	B	B
	HOURLY TOTALS		56	110	141	124	134	37	38	38	38	38	D	D	D	D	D

The results show that all Options perform similarly and all within capacity, but Option A Sensitivity test generally performs the best at the P&R junction and Option B Sensitivity test at Salt Cross. Across the entire network (beyond the four key junctions), Option A Sensitivity test performs the best in all hours, but the differences are marginal.

The junction performance results are presented in Table 7 below for the 2041 AM peak for the four key junctions by hour.

Table 7 – Junction Performance Results Comparison – 2041 AM Peak

Hour	Node	Description	Avg Q Length (m)					Delay (s)					LOS				
			DS	Opt A	Opt B	Opt C	Opt D	DS	Opt A	Opt B	Opt C	Opt D	DS	Opt A	Opt B	Opt C	Opt D
7:00-8:00	1007	A40/Witney Road	293	14	15	13	14	114	21	21	21	21	F	C	C	C	C
	1224	A40/Cuckoo Lane	1	0	0	0	0	11	9	9	10	9	B	A	A	A	A
	31330	A40/P&R	15	15	11	10	10	28	27	25	16	15	C	C	C	B	B
	31357	A40/Salt Cross	1	6	5	12	20	11	16	13	32	35	B	B	B	C	D
		HOURLY TOTALS	177	137	136	133	140	76	58	57	58	59	E	E	E	E	E
8:00-9:00	1007	A40/Witney Road	294	20	21	17	21	125	25	25	24	25	F	C	C	C	C
	1224	A40/Cuckoo Lane	8	0	1	1	0	19	13	13	14	12	C	B	B	B	B
	31330	A40/P&R	44	27	13	16	15	42	33	29	19	17	E	C	C	B	B
	31357	A40/Salt Cross	25	10	9	16	35	24	19	16	33	41	C	B	B	C	D
		HOURLY TOTALS	238	158	159	164	163	149	80	79	81	80	F	F	F	F	F
9:00-10:00	1007	A40/Witney Road	326	19	139	18	20	132	23	203	23	24	F	C	F	C	C
	1224	A40/Cuckoo Lane	12	1	46	2	1	22	12	86	13	12	C	B	F	B	B
	31330	A40/P&R	38	23	40	14	14	39	32	94	18	18	E	C	F	B	B
	31357	A40/Salt Cross	29	7	81	13	27	23	16	39	31	36	C	B	D	C	D
		HOURLY TOTALS	360	207	278	222	209	202	78	113	85	77	F	E	F	F	E

The results show that all Options perform similarly and all within capacity, but Option D performs the best at the P&R junction and Option B Sensitivity test at Salt Cross with the exception of the final hour where Option A Sensitivity test performs the best. Across the entire network (beyond the four key junctions), Option B Sensitivity test performs the best in all but the final hour where Option D is the best, but the differences are marginal except for the final hour.

The junction performance results are presented in Table 8 below for the 2041 PM peak for the four key junctions by hour.

Table 8 – Junction Performance Results Comparison – 2041 PM Peak

Hour	Node	Description	Avg Q Length (m)					Delay (s)					LOS				
			DS	Opt A	Opt B	Opt C	Opt D	DS	Opt A	Opt B	Opt C	Opt D	DS	Opt A	Opt B	Opt C	Opt D
16:00-17:00	1007	A40/Witney Road	59	84	88	88	85	32	38	39	38	37	C	D	D	D	D
	1224	A40/Cuckoo Lane	23	50	115	85	72	21	30	37	37	35	C	D	E	E	E
	31330	A40/P&R	35	82	39	71	52	38	67	62	51	45	D	E	E	D	D
	31357	A40/Salt Cross	6	20	28	41	63	24	31	32	44	43	C	C	C	D	D
		HOURLY TOTALS	119	161	169	166	169	60	66	66	70	68	E	E	E	E	E
17:00-18:00	1007	A40/Witney Road	109	112	115	110	112	58	59	61	55	57	E	E	E	E	E
	1224	A40/Cuckoo Lane	105	105	215	149	150	51	54	63	58	60	F	F	F	F	F
	31330	A40/P&R	111	156	97	139	102	83	125	128	94	90	F	F	F	F	F
	31357	A40/Salt Cross	287	280	287	281	307	97	183	185	177	140	F	F	F	F	F
		HOURLY TOTALS	264	292	296	282	294	98	112	111	109	105	F	F	F	F	F
18:00-19:00	1007	A40/Witney Road	112	231	118	112	111	54	118	53	49	48	D	F	D	D	D
	1224	A40/Cuckoo Lane	106	119	243	165	165	53	75	62	60	59	F	F	F	F	F
	31330	A40/P&R	119	164	114	153	111	85	145	149	96	93	F	F	F	F	F
	31357	A40/Salt Cross	384	357	387	357	377	111	238	229	223	146	F	F	F	F	F
		HOURLY TOTALS	333	385	370	351	348	101	130	115	113	104	F	F	F	F	F

The four junctions are all affected by downstream congestion in all scenarios. The results show that all Options perform similarly, but the Core DS performs the best both junctions. Across the entire network the Core DS also performs the best, closely by Option D in the final two hours.

Journey Time Section Results

Figure 2 below shows the defined journey time routes that were coded in the VISSIM model for general traffic and buses. Route 5 follows the length of the A40 scheme and finishes just before the Wolvercote roundabout, Route S1 is for buses only.

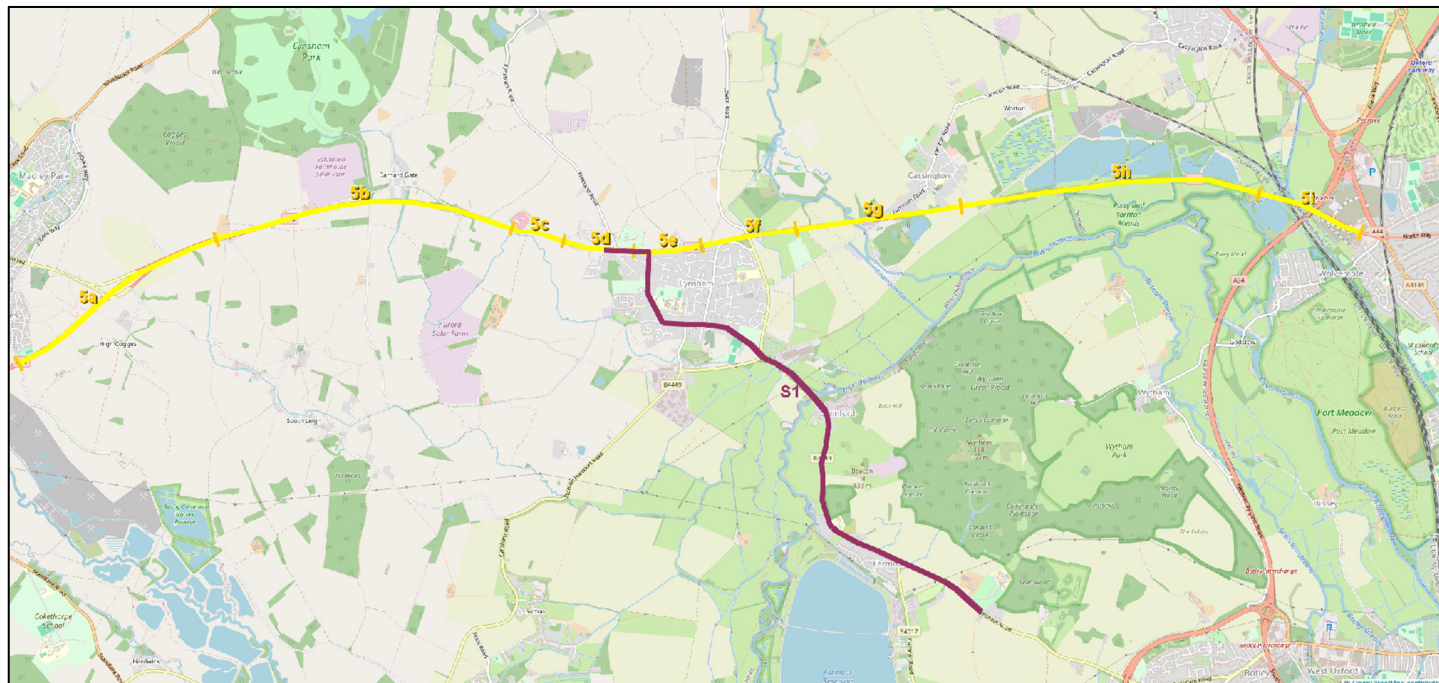


Figure 2 – Journey Time Routes

Tables 9 and 10 show the summary of the journey times for general traffic in the AM peak hours in 2028 and 2041 respectively.

Table 9 – Journey Times General Traffic 2028 AM Peak

JT Route	Direction	Scenario				
		DS	Opt A	Opt B	Opt C	Opt D
5	EB	16:47	16:24	16:47	16:56	16:54
	WB	16:25	18:25	18:39	16:17	16:34

Table 10 – Journey Times General Traffic 2041 AM Peak

JT Route	Direction	Scenario				
		DS	Opt A	Opt B	Opt C	Opt D
5	EB	40:37	42:41	43:08	43:07	42:08
	WB	18:03	19:31	19:25	18:06	18:22

The results show that in 2028 Option A Sensitivity test performs the best in the EB direction with Option C the best in the WB direction. In 2041 the Core DS performs the best in both directions, with Option D the best of the Options in the EB direction and Option C in the WB direction.

Tables 11 and 12 show the summary of the journey times for buses in the AM peak hours in 2028 and 2041 respectively.

Table 11 – Journey Times Buses 2028 AM Peak

JT Route	Direction	Scenario				
		DS	Opt A	Opt B	Opt C	Opt D
S1	EB	16:48	16:48	16:49	16:47	16:52
	WB	14:54	14:47	14:55	14:52	14:57

Table 12 – Journey Times Buses 2041 AM Peak

JT Route	Direction	Scenario				
		DS	Opt A	Opt B	Opt C	Opt D
S1	EB	17:21	17:35	17:41	17:13	17:46
	WB	15:22	15:20	15:31	15:33	17:06

The results in 2028 for the S1 route show that Option C performs the best in the EB direction and Option A Sensitivity test in the WB direction.

In 2041, the results for the S1 route show that Option C also performs the best in the EB direction and Option A Sensitivity test in the WB direction.

Tables 13 and 14 show the summary of the journey times for general traffic in the PM peak hours in 2028 and 2041 respectively.

Table 13 – Journey Times General Traffic 2028 PM Peak

JT Route	Direction	Scenario				
		DS	Opt A	Opt B	Opt C	Opt D
5	EB	17:16	17:02	17:31	17:58	18:01
	WB	17:17	19:17	19:38	17:16	17:25

Table 14 – Journey Times General Traffic 2041 PM Peak

JT Route	Direction	Scenario				
		DS	Opt A	Opt B	Opt C	Opt D
5	EB	37:48	45:52	47:31	42:54	43:34
	WB	18:42	20:35	20:26	18:03	18:18

The results show that in 2028 Option A Sensitivity test performs the best in the EB direction with Option C the best in the WB direction. In 2041 the Core DS performs the best in the EB direction with Option C the best in the WB direction.

Tables 15 and 16 show the summary of the journey times for buses in the PM peak hours in 2028 and 2041 respectively.

Table 15 – Journey Times Buses 2028 PM Peak

JT Route	Direction	Scenario				
		DS	Opt A	Opt B	Opt C	Opt D
S1	EB	15:27	15:32	16:21	16:05	16:05
	WB	14:41	14:47	14:51	14:46	14:49

Table 16 – Journey Times Buses 2041 PM Peak

JT Route	Direction	Scenario				
		DS	Opt A	Opt B	Opt C	Opt D
S1	EB	15:46	16:03	16:20	16:16	15:47
	WB	16:15	18:10	18:14	17:52	17:49

The results for the S1 route show that the Core DS performs the best in both directions, but is closely followed by Option A Sensitivity in the EB direction and all of the Options in the WB direction.

In 2041, again the Core DS performs the best in both directions with Option D only marginally slower in the EB direction.

Summary and Conclusion

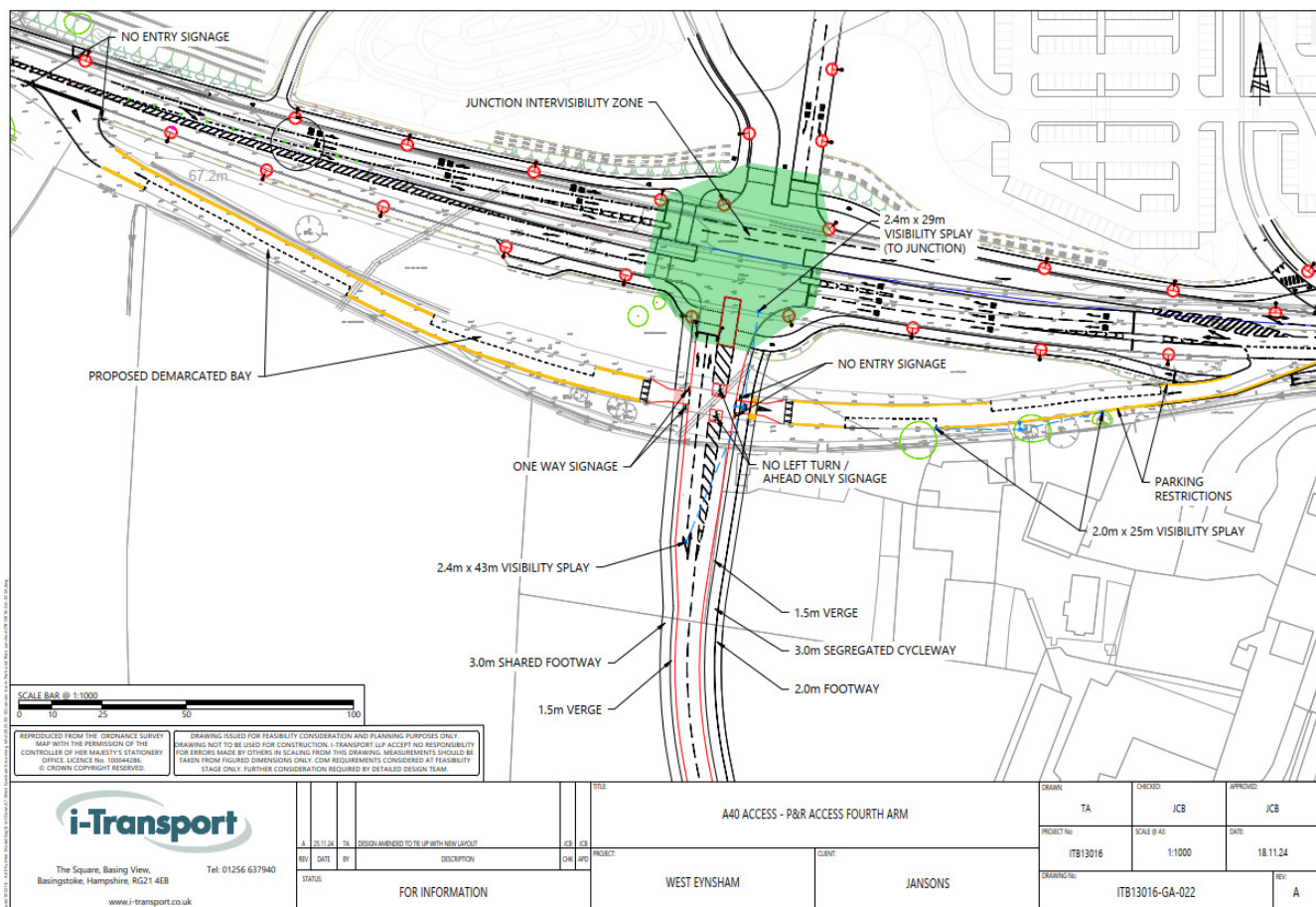
The results show that in both the LinSig and VISSIM model assessment there is no Option that is clearly better than the others in terms of capacity performance with all showing similar performance overall.

All options operate within capacity (with the exception of 2041 PM where downstream congestion impacts on the local junctions operation).

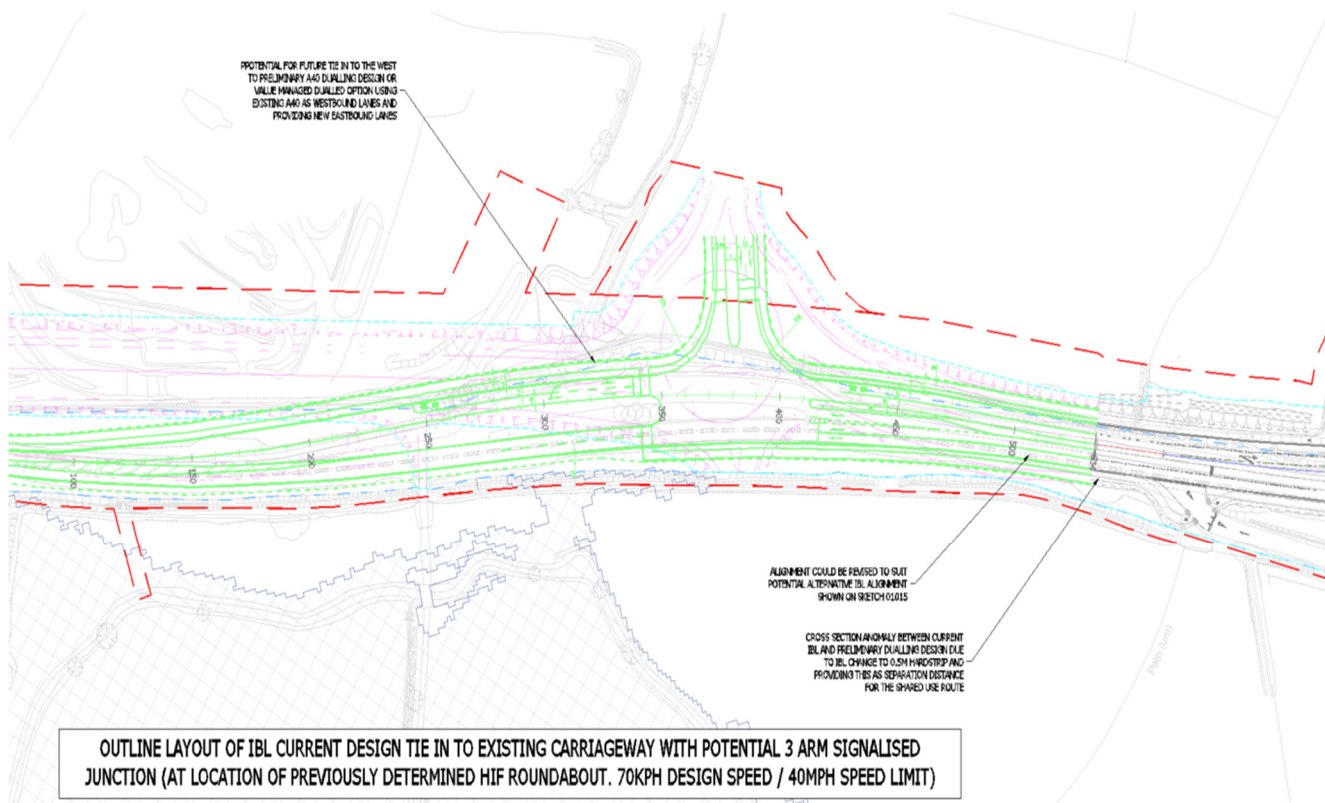
Modelled bus journey times across all Options are quite similar, although Option A Sensitivity and Option C generally result in slightly quicker bus journey times for buses particularly in the AM peak.

The results do show that general traffic journey times along the corridor are forecast to increase by 2041 as development is built out, particularly Eastbound (EB) in the PM Peak. This highlights the importance of the proposed A40 bus lanes between the Park and Ride Site and Wolvercote in ensuring fast and reliable bus journey times. It also highlights that EB buses risk being delayed as they approach the Park and Ride Site / Mobility Hub from the west. Therefore, there would be benefits in providing a bus lane on the A40 EB approach to the Salt Cross junction and onwards up to the Park and Ride access.

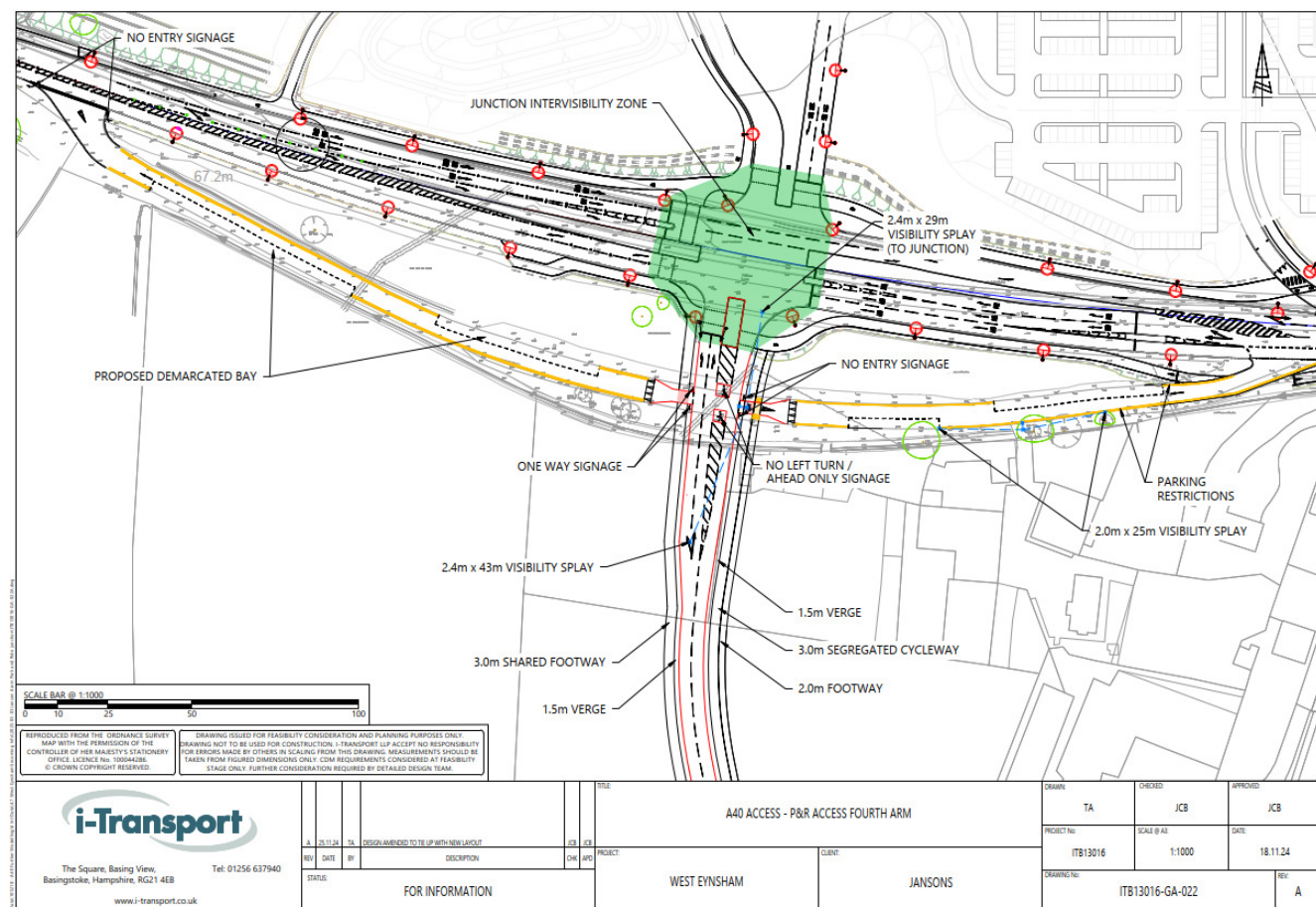
The results from the modelling will be fed into the overall assessment scoring to determine the best overall option, taking into account all of the assessment criteria.



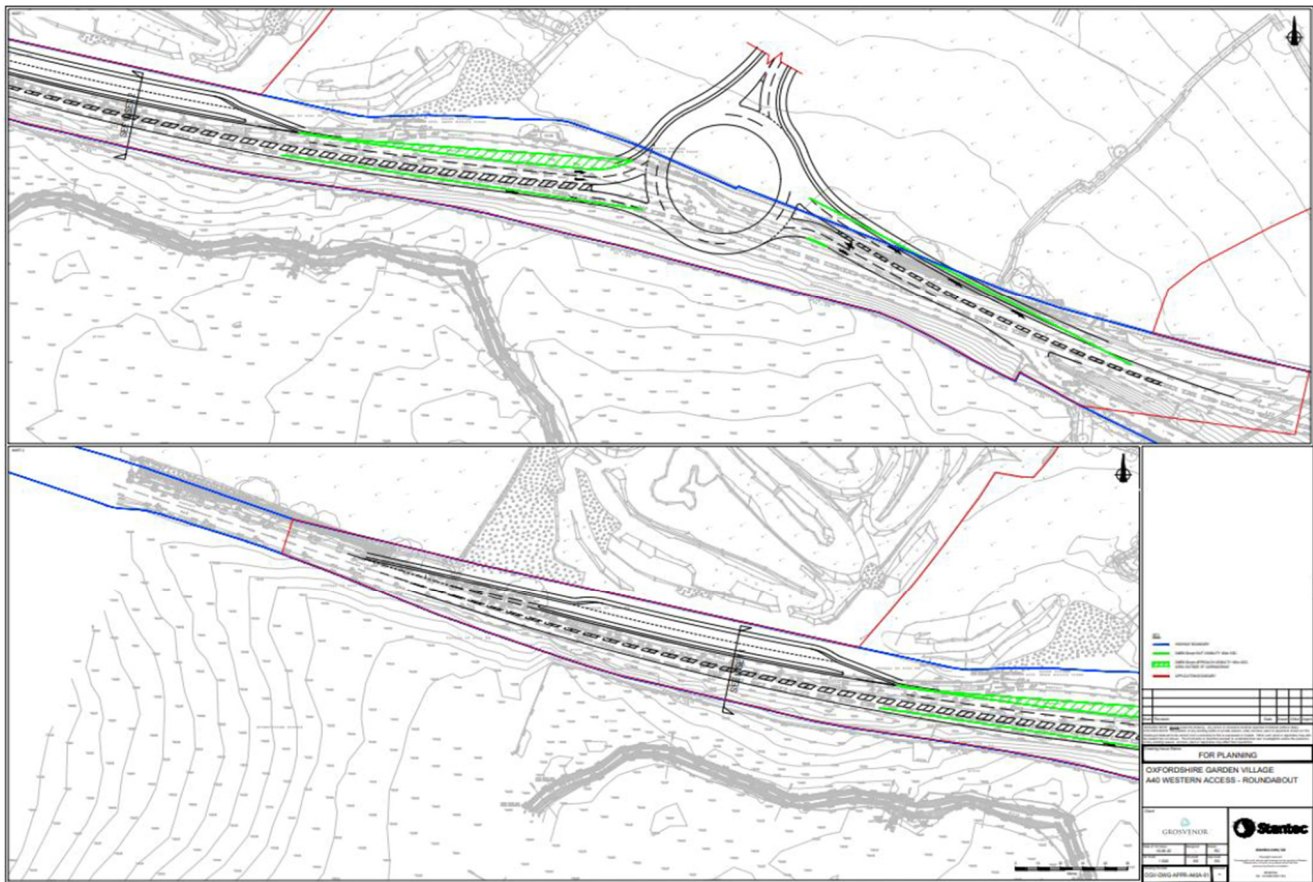
Option A – Sensitivity Test



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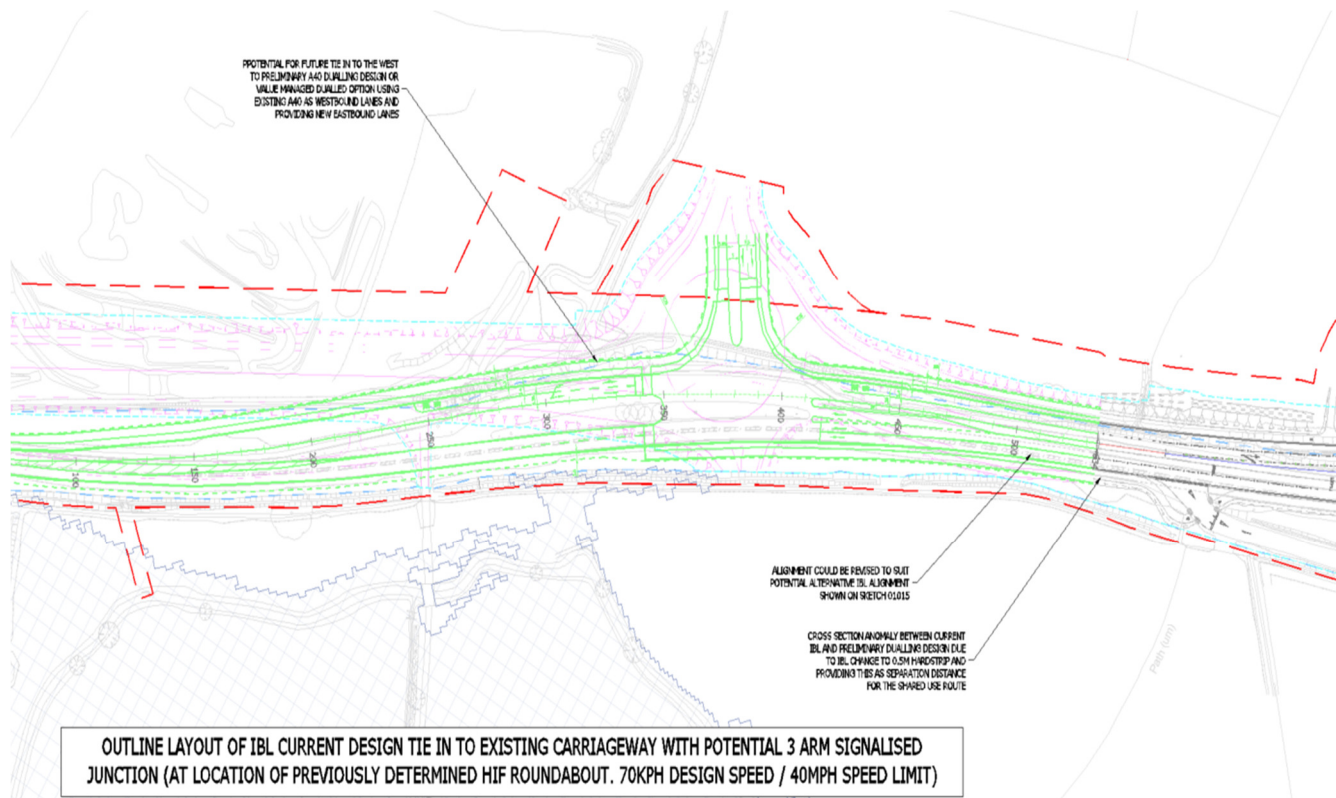


Option B



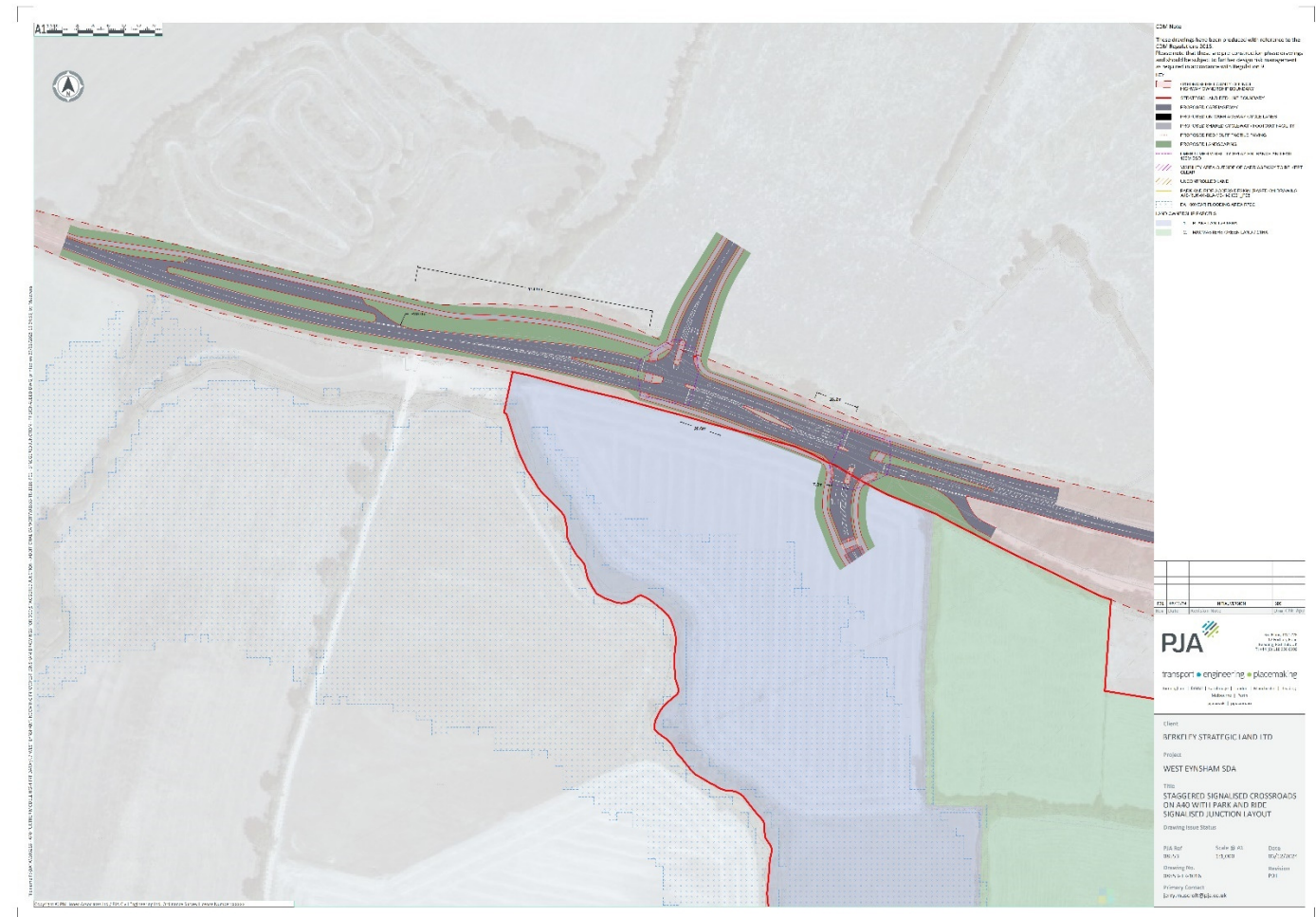


Option B – Sensitivity Test



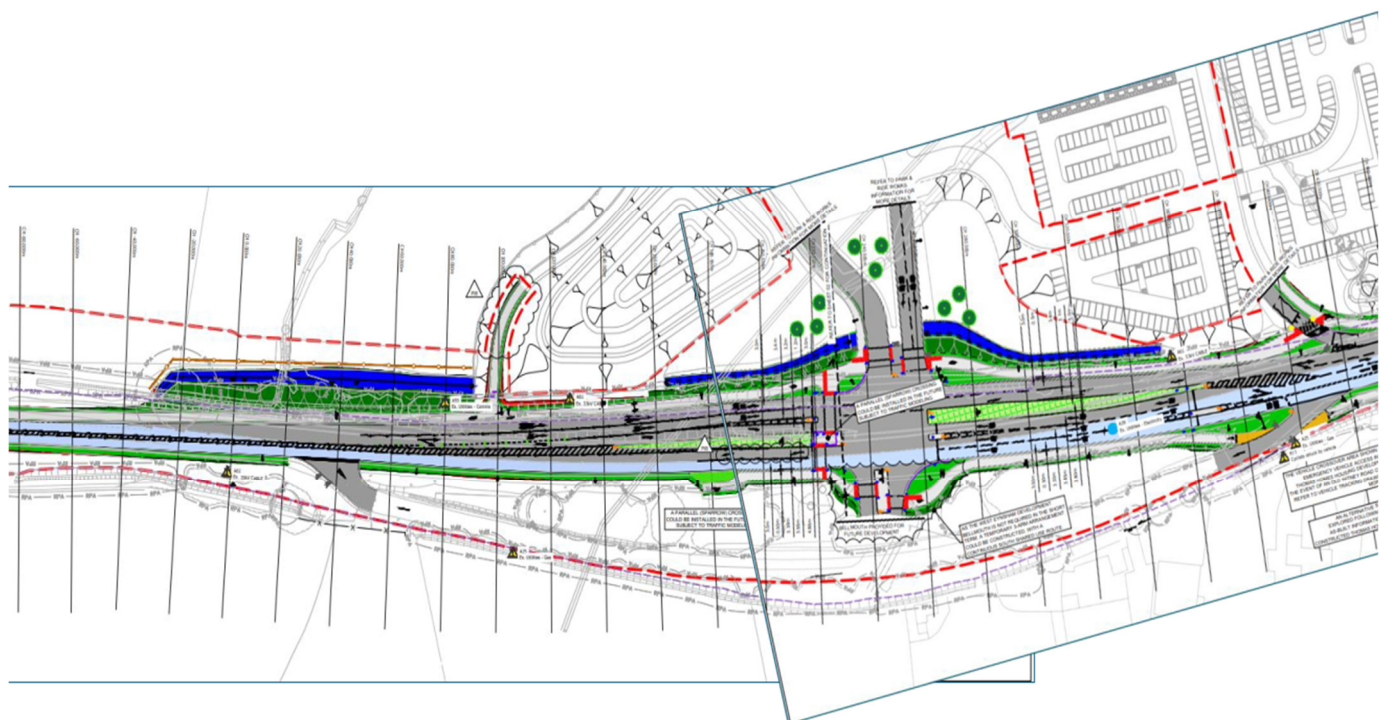


Option C



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Option D



West Eynsham A40 Access Option Assessment Objectives			Manage impacts on the wider highway network			Encourage and enable safe, healthy and sustainable travel			Protect and enhance the local environment	Support positive healthy placemaking		Deliverable and viable to support housing delivery			
Project Objectives			Objective H1: Minimise adverse impacts on A40 journey times	Objective H2: Accommodate existing and forecast freight movements on A40	Objective H3: Minimise impacts on A40 during construction	Objective S1: Enable improved access to, and increased use of, public transport	Objective S2: Maximise permeability through the site for pedestrians and cyclists	Objective S3: Maintain and enhance safety for all highway users	Objective E1: Protect the natural environmental and heritage assets of the West Eynsham SDA site	Objective P1: Creates an attractive and proportionate gateway into the Eynsham area and to the Eynsham strategic development site/s	Objective P2: Enable delivery of comprehensive development	Objective D1: Provides an access arrangement that unlocks housing	Objective D2: Provides flexibility for phased delivery	Objective D3: Cost effective solution	Objective D4: Minimises risk to delivery of A40 access and housing delivery
How will they be measured?			1. VISSM Model and Junction Modelling Results (comparison between scenarios, delay on A40 approaches).	1. Need to reconfigure/locate lorry parking / layby areas. 2. Allowance for safe and direct access to laybys from A40, minimising risk of rat running through laybys	1. Scale of construction/opportunity to coordinate construction with other A40 works	1. Facilitates fast and reliable bus services, indicated by modelled total bus delay at A40 junctions, comparisons of modelled bus journey times 2. Ability to prioritise bus movements on the A40 now and in the future, particularly into the P&R site 3. Link to Eynsham Park and Ride site. 4. Links to existing and new bus stops on the A40.	1. Allowance for pedestrian and cycle route connectivity from A40 into the spine road 2. Allowance for connections north-south to the Salt Cross Garden Village and Science Park 3. Modelled delay to pedestrians at A40 junction	1. Allowance for safe, segregated, attractive and accessible crossing points at A40 junctions	1. Impact on Floodplain 2. Preserve current biodiversity and promote its expansion.	1. Scale of junction / access arrangement footprint. 2. Facilitates landscaping/ greening at A40 junctions and alongside A40 3. Provision of space for pedestrians and cyclists 4. Promotes personal security	1. Positive relationship with Park and Ride site. 2. Positive relationship with Park and Ride site. 3. Extent to which option supports the comprehensive delivery of the West Eynsham SDA	1. Amount of housing development / land parcels unlocked / strategic development sites	1. Ability to bring forward access junction/s in a timely and phased way to support phased development	1. Scale of Cost, opportunity to minimise costs and coordinate delivery	1. Potential high-level risks to delivery, considering land requirements (including the number of ownerships) for SDA highway infrastructure, flood risk issues, stakeholder concerns
Policy Basis															
Source	Goals/Objectives	Sub-Objective													
Connecting Oxfordshire.	To support jobs and housing growth and economic vitality.	Maintain and improve transport connections to support economic growth and vitality across the county	1	1	1	1				1					
		Make most effective use of all available transport capacity through innovative management of the network	1				1								
		Increase journey time reliability and minimise end-to-end public transport journey times on main routes	1				1								
		Develop a high quality, innovative and resilient integrated transport system that is attractive to customers and generates inward investment	1				1								
	To reduce emissions, enhance air quality and support the transition to a low carbon economy	Minimise the need to travel													
		Reduce the proportion of journeys made by private car by making the use of public transport, walking and cycling more attractive					1	1	1		1				
		Influence the location and layout of development to maximise the use and value of existing and planned sustainable transport investment					1	1			1	1			
	Improve public health and wellbeing by increasing levels of walking and cycling, reducing transport emissions, reducing casualties and enabling inclusive access to jobs, education, training and services.	Reduce per capita carbon emissions from transport in Oxfordshire in line with UK Government targets					1	1							
		Mitigate and wherever possible enhance the impacts of transport on the local built, historic and natural environment					1	1		1	1				
		Improve public health and wellbeing by increasing levels of walking and cycling, reducing transport emissions, reducing casualties and enabling inclusive access to jobs, education, training and services.					1		1		1				
Local Transport and Connectivity Plan 2022 - 2050	To create an inclusive, safe, net-zero transport system that supports the county's growth, tackles inequality, improves health and wellbeing, eliminates road fatalities, and enhances the natural environment. It focuses on reducing the need for travel and private car use by promoting walking, cycling, and public transport as the preferred options	Build sustainable communities that are resilient to climate change, enhance the natural and historic environment, improve biodiversity, reduce greenhouse gas emissions and are supported by OCC's net-zero transport network.					1	1	1	1	1				
		Improve health and wellbeing and reduce health inequalities, enabled through active and healthy lifestyles, improved road safety and inclusive communities.						1	1		1				
		Encourage the development of sustainable, well designed, thriving communities where healthy behaviours are the norm and which provide a sense of belonging, identity and community.						1	1		1				
		Develop a world leading business base that is sustainable, has created new jobs, products and careers for all communities and is supported by an effective, net-zero transport network.	1		1	1		1	1		1				
		Enhance community connectivity, support innovative technologies, and improve overall connectivity and mobility across the county, offering greater choices and seamless transitions between sustainable modes of transport.	1			1		1	1		1	1			
		Remove barriers to access ensuring all communities are supported by an inclusive transport system so that they are able to play a full role in society to encourage independence, choice and control.					1	1	1		1	1			
Oxfordshire Innovation Framework for Planning & Development	Sets out a strategic plan to harness technology, partnerships, and investment to foster sustainable economic growth, improve connectivity, and accelerate the county's transition to net zero.	Deliver accessibility and connectivity for all, minimising the need for travel, taking account of differing needs including all types of disability and age, with a focus on active and sustainable transport.				1	1	1		1					
		Working towards Oxfordshire becoming a zero-carbon economy, with zero-carbon new development.				1	1	1		1					
		Supporting the Oxfordshire economy, with a focus on clean, sustainable growth.				1	1	1		1					
		Integrating flexibility and resilience into development, to cater for foreseen and unforeseen change, challenges and disruption.											1		1
		Creating an environment to support healthy, thriving, safe, connected, diverse and inclusive communities, with a high quality of life.			1	1	1	1	1	1	1				
		Ensuring appropriate solutions, software and technologies are put in place in support of the principles.			1					1	1		1		1
A40 Route Strategy (2018)	Policy A40 – We will improve access between towns in West Oxfordshire and Oxford, including the new employment site at Oxford's Northern Gateway by utilising the Local Growth Fund to deliver public transport improvements in the A40 corridor.	Improve travel times and journey reliability along the A40 corridor, particularly between Witney and Oxford.	1				1								
		Stimulate economic growth, in line with the Oxfordshire Strategic Economic Plan.	1	1						1					
		Improve safety and reduce environmental impacts such as air pollution and noise along the A40 corridor.	1				1		1	1					
	Schemes delivered since strategy was published	Eynsham Park and Ride: The new 850-space park and ride on the A40 eastbound will ease congestion, improve public transport into Oxford, and support sustainable travel. Located in Eynsham, it offers 24-hour access, security, EV parking, and enhanced bus and cycle links. Completed in July 2024, further investment will extend improvements to Wolvercote.	1		1	1	1		1		1				
		A40 Eynsham Park and Ride to Wolvercote: This scheme will deliver new bus lanes and a connection to the Eynsham park and ride to enable fast, reliable, congestion-free bus travel along the A40. Improvements to the pedestrian and cycle paths will ensure active travel for local and longer distance trips is safe, direct and convenient.	1		1	1	1	1	1		1				
Oxfordshire Freight Strategy		Understand patterns of freight movement													
		Inform freight operators of the best routes to use and those to avoid		1											
		Encourage use of the strategic road network and of rail freight	1	1											
		Deter use of inappropriate minor roads through towns and villages			1										
		Manage freight and logistics to achieve maximum efficiency	1	1											
		Plan the location of new employment sites and any related transport infrastructure													
Freight and Logistics Strategy 2022 – 2050	Sets out OCCs approach to facilitating the goods movement across and through the county. It emphasises improving efficiency, safety, and sustainability in freight operations, aligning with the county's broader net-zero and air quality goals.	Promote economic activity in and through the county.	1			1									
		Enable access to employment, leisure and educational facilities for all.	1				1	1	1						
		Reduce traffic congestion, air and noise pollution.	1	1		1	1	1	1						
		Reduce accidents and promote public safety.	1	1		1			1						

Bus Strategy	Commuting by bus	To provide direct commercial services between residential and employment sites to ensure that the bus is a genuinely viable alternative to the car for trips to work.				1		1												
	Reliable Journey Times	Improve bus journey time reliability through implementing measures specific to the section of routes that are inter-urban from those within towns/villages to ensure operators run frequent and reliable commercial services which are attractive for users, particularly commuters			1			1												
	Serving new developments	Ensure the location and layout of new developments enable high quality commercial public transport services to serve the development.			1			1												
	Measures to enhance and promote bus travel	To take opportunities to seek measures to enhance and promote bus travel to make it accessible			1			1												
Active and Healthy Travel Strategy		Developers must demonstrate through master planning how their site has been planned to make cycling convenient and safe for cyclists traveling to and from major residential, employment, education, shopping and leisure sites within 5-10 miles, and also within and through the site.							1		1			1		1				
		Site road network and junctions must be constructed with cycling in mind, including providing space for cycling on main spine roads through the provision of, as a minimum, advisory cycle lanes of acceptable width							1		1			1						
Active Travel Strategy	This document acts as a roadmap for delivering walking and cycling provision in Oxfordshire to help make active travel safe and convenient.	Commitment and governance – Ensure at all levels across the council to treat walking and cycling as a policy priority.							1		1			1						
		Walkable communities – Develop a compact urban realm with easy to reach destinations on foot and by cycle							1		1			1						
		Inclusive cycle networks – Build networks that are safe, identifiable, visible, comprehensive and of high quality, including links across towns and villages							1					1						
		Building the cultural norm – Encourage a local social consensus and practice that supports and promotes walking and cycling and enables residents build their lives around active travel modes for local journeys							1		1			1						
West Oxfordshire Local Plan 2031	Strong Market Towns and Villages	CO1 Enable new development, services and facilities of an appropriate scale and type in locations which will help improve the quality of life of local communities and where the need to travel, particularly by car, can be minimised.						1		1		1		1		1				
		CO2 Ensure that new developments are suitably located and well designed to protect and enhance the individual form, character and identity of our towns and villages as well as contributing to the quality of life in West Oxfordshire.										1		1		1		1		
		CO3 Promote safe, vibrant and prosperous town and village centres and resist proposals that would damage their vitality and viability or adversely affect measures to improve those centres.								1				1						
	Meeting the specific housing needs of our communities	CO4 Locate new residential development where it will best help to meet housing needs and reduce the need to travel.						1		1		1		1		1		1		
		CO5 Plan for the timely delivery of new housing to meet forecast needs and support sustainable economic growth.														1		1		1
	Sustainable economic growth	CO6 Plan for an appropriate mix of new residential accommodation which provides a variety of sizes, types and affordability with special emphasis on the provision of homes for local people in housing need who cannot afford to buy or rent at market prices including those wishing to self build, as well as homes to meet the needs of older people, younger people, black and minority ethnic communities, people with disabilities, families and travelling communities.																		
		CO7 To support sustainable economic growth which adds value to the local economy, improves the balance between housing and local jobs, provides a diversity of local employment opportunities, capitalises on economic growth in adjoining areas, improves local skills and work readiness, removes potential barriers to investment and provides flexibility to adapt to changing economic needs.																		
	Sustainable communities with access to services and facilities	CO8 To enable a prosperous and sustainable tourism economy.																		
		CO9 Promote inclusive, healthy, safe and crime free communities.							1		1			1						
		CO10 Ensure that land is not released for new development until the supporting infrastructure and facilities are secured													1		1		1	
		CO11 Maximise the opportunity for walking, cycling and use of public transport.						1		1		1		1						
		CO12 Look to maintain 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.								1				1		1				
	Policy EW2: West Eynsham Strategic Development Area	CO13 Plan for enhanced access to services and facilities without unacceptably impacting upon the character and resources of West Oxfordshire.				1			1		1			1		1				
		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.											1		1					
		CO15 Contribute to reducing the causes and adverse impacts of climate change, especially flood risk.						1		1		1		1		1				
		CO16 Enable improvements in water and air quality.						1		1		1		1		1				
		CO17 Minimise the use of non-renewable natural resources and promote more widespread use of renewable energy solutions.																		
		CO18 Improve the sustainable design and construction of new development, including improving energy, water efficiency and water management.																		
		Provide circa 1,000 homes with a balanced and appropriate mix of house types and tenures to meet identified needs including affordable housing.														1				
		Provision of a new western spine road funded by and provided as an integral part of the development and taking the opportunity to link effectively with the existing road network on the western edge of the village.													1		1		1	
		Provision of other supporting transport infrastructure, including: • Mitigating the impact of traffic associated with the development; • Appropriate consideration of the proposed park and ride, wider A49 improvements and the Oxfordshire Cotswolds Garden Village SLG; • Provision of appropriate public transport (services and infrastructure) serving the site; and • Provision of a comprehensive network for pedestrians and cyclists with good connectivity provided to adjoining areas.				1			1		1			1		1				
		Development to be phased in accordance with the timing of provision of essential supporting infrastructure and facilities.																1		
West Oxfordshire Local Plan 2041 "Your Place, Your Plan" Focused Consultation: Ideas and Objectives Consultation Summary Report February 2024	Provides a detailed overview of the feedback received in the 'Your Place, Your Plan' consultation (August 2023) which sought views on draft local plan objectives, the potential pattern of development and potential sites, ideas and opportunities.	Tackling the climate and ecological emergency.						1		1		1		1		1				
		Healthy safe, strong and inclusive communities.						1		1		1		1		1				
		An enhanced natural built environment.												1						
		Attractive, accessible and thriving places.			1			1		1				1		1				
		Meeting the housing needs of all.												1			1		1	1
		A vibrant, resilient and diverse local economy.				1			1		1		1		1					

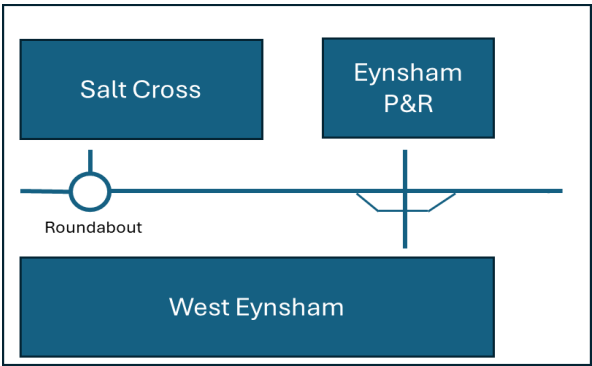
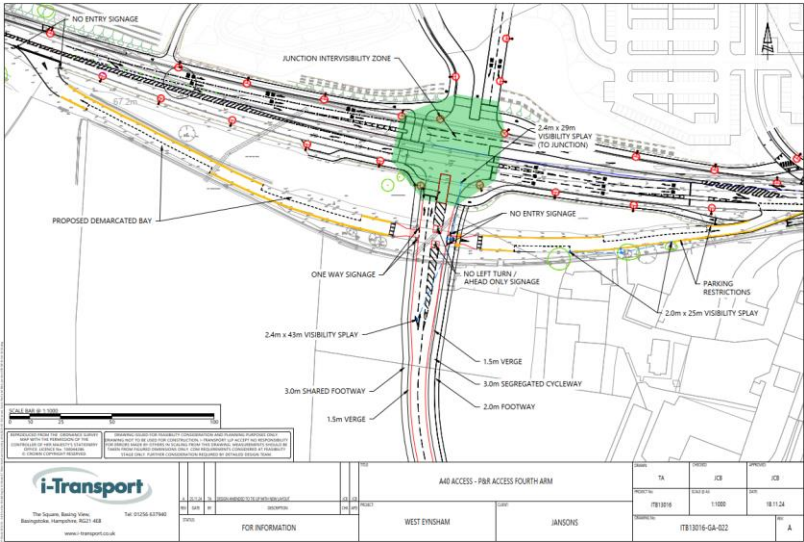
Eynsham Neighbourhood Plan	ENV1 Housing	New development shall ensure a mix of housing types and tenures to make a balanced community suitable for this area of West Oxfordshire close to the city of Oxford. The ideal community will have a range of ages, incomes, education and skills so that the community could be largely self-sustaining.														
	ENV2 Design	New development shall be visually attractive and in harmony with its immediate setting and character. It shall provide a pleasant and safe place for all residents to live. Developments should achieve a Building for Life or equivalent accreditation and developers should aspire to achieve national recognition for excellence by attaining a 'green' in all categories.					1	1	1	1	1					
	ENV3 Community facilities	New development shall ensure that new residents have at least the same access to community facilities as existing residents and new developments shall, as far as reasonably practicable, contribute to the facilities of the entire community. Eynsham is successful as a community because it is compact and people can access schools, employment and other facilities without the use of a private car. New developments shall maintain this compact and well-connected feature of the village.						1	1		1	1				
	ENV4 Natural Environment	New developments shall bring together all aspects of design, connectivity and natural environment that constitute the landscape setting of the new (and existing) development, closely linking village and countryside. Quick and easy access to countryside and retaining trees, hedgerows and footpaths is a vital element in retaining a village feel, in some measure compensating for the lack of a village green or park within the existing village.						1	1	1	1	1				
	ENV5 Transport and parking	New development shall be planned and constructed to ensure that all residents have ready access to local transport networks by private car, bicycle or public transport and that excellent paths are created for pedestrians cyclists and mobility vehicles. New developments should not exacerbate existing parking problems within the village centre and shall ensure adequate and appropriate parking for new residents.					1	1	1		1	1				
	ENV6 Economy – industry, commerce and retail	New developments shall ensure that Eynsham continues to offer a range of employment opportunities that reflects its location on the edge of the 'knowledge spine' around Oxford city and that potentially utilises a full range of skills from manual through to post-graduate levels. Development should also ensure the continued viability of the excellent range of local shops that allow residents to shop for day to day needs within the village.														
	ENV7 Sustainability and climate change	New development shall be sustainable now and in the long term without compromising one for the other. Homes of a standard compatible with the intentions of the Climate Change Act are likely to be commercially viable in Eynsham and offer benefits to be reaped by the many generations that will live in them.					1	1	1	1	1					
	ENV8 A New Settlement	ENV1-7 shall be shared by the new settlement, which shall be built according to Garden Village principles as a new, separate, community. Settlements should be largely independent but with any shared facilities for their mutual benefit and without causing harm to either.										1	1	1		
Eynsham Neighbourhood Plan (Emerging Objectives from 2023 Consultation)	ENP1 Design, Heritage and Setting	Development proposals must be of high design quality, respecting the area's character and relevant design guides, ensuring compatibility with surrounding development in scale, materials, and layout, preserving key local features and green spaces, protecting heritage assets, minimizing environmental impacts, providing discreet storage and parking, safeguarding valued natural elements, and adhering to Building for Life principles unless otherwise justified.		1				1			1	1				
	ENP7 - Large Developments – West Eynsham Strategic Development Area	New developments within the Strategic Development Area must align with local plans and policies, include phased development with community infrastructure, ensure sustainable transport and green space provision, repurpose existing buildings for community use, and establish long-term stewardship for green spaces and biodiversity protection.					1			1	1			1		
	ENP9 - Connected Place - Integration of New Developments with the Village	Development proposals should ensure safe, direct access to key village facilities, integrate green corridors linking to the countryside, and provide wide paths for pedestrians and wheeled equipment, with larger facilities located through a whole-parish approach, and non-highway paths should be maintained by the Parish Council.						1	1		1					
	ENP11 - Green - Blue Infrastructure and Biodiversity - the Setting for New Developments	New developments should integrate thoughtful design, connectivity, and the natural environment by including landscaping, open spaces, biodiversity-friendly planting, and sustainable drainage systems, while ensuring long-term maintenance and addressing Nature Recovery Areas and Biodiversity Net Gain.		1							1	1				
	ENP12 - Protecting Nature and Biodiversity Net Gain	Development proposals in the Eynsham Neighbourhood Plan Area should incorporate biodiversity action plans, protect watercourses and agricultural land, enhance ecological features, avoid impacts on important species and habitats, and ensure sustainable lighting and buffers around trees and ancient woodlands to support biodiversity gain and nature recovery.									1	1				
	ENP15 - Trees in the landscape	Developments should aim to preserve or enhance tree cover by retaining healthy mature trees, replacing lost or poor-condition trees nearby, protecting veteran and ancient trees, and promoting nature recovery areas that connect existing woodlands		1							1	1				
	ENP18 - Village Retail	New retail developments in Eynsham should enhance local shopping options, support community needs without car travel, include electric vehicle charging points, and maintain a range of retail facilities, while changes of use reducing shops or community amenities will be resisted unless it's proven they are no longer viable.					1	1								
	ENP19 - Sustainable Transport and Active Travel	The Neighbourhood Plan promotes safe and accessible connectivity for pedestrians, cyclists, and public transport, encourages active travel, minimizes car use, and requires developments to integrate walking and cycling routes, electric vehicle charging, and sustainable transport measures while ensuring safety and connectivity for the community.					1	1	1		1					
West Eynsham SDA SPD, Issues and Options Response.	General Comments	A comprehensive and coordinated approach to development around Eynsham is essential.										1				
		The compact and walkable layout of Eynsham should be replicated in the SDA.						1			1					
		As much of the natural and rural character of the local area should be preserved.							1		1					
		Emphasis should be placed on providing pedestrian and cycling links, especially to the countryside, rather than facilitating car traffic through the village. Bus services should also be improved.					1	1			1					
		A new linear park could provide important recreational, leisure, environmental and ecological value, as well as benefiting mental wellbeing and facilitating community cohesion									1					
		Access to the countryside must be retained.									1					
		Public transportation service frequency, network coverage, and waiting facilities need significant improvement.					1									
		Infrastructure for active forms of transportation also needs to be improved and/or expanded.														
	Western Spine Road-specific comments	The new road should not become a rat-run.														
		New junction should not exacerbate traffic congestion problems currently experienced on the A40 during peak commuting times.		1												
		Avoidance of adverse impact upon the Scheduled Ancient Monument near the southern boundary.									1					
West Eynsham SDA Masterplan Document	Meeting Housing Need	The development will be carefully designed, achieving a high quality environment. A range of housing types and tenures will be provided and will be designed to a high standard, delivering market and affordable housing in line with local need.											1	1	1	
	Healthy Living	Spaces will be designed to be easy to navigate, with a wide range of interlinked uses and generous green spaces allowing residents to flourish within their own surroundings.						1			1	1				
	Walking and Cycling Trails	A network of paths and cycle routes will be integrated into the retained PROW network. There is an opportunity to provide an interpretative walk across the site, including way-finding and interpretive signs to provide information about the ecology and heritage of the local area.						1		1		1				
	Biodiversity Enhancement	Opportunities for biodiversity gain will be implemented throughout the scheme by retaining and enhancing existing valuable habitats and providing a greater diversity of habitats through tree planting, meadow planting and Sustainable Drainage Systems. Each phase to seek a net gain in biodiversity to respond to relevant local and national policy		1							1					

Salt Cross Garden Village Area Action Plan (taking into account the Planning Inspectorate Report's comments)	Climate Action	Promote development that strengthens the natural environment by creating a reliable green infrastructure network, enhancing biodiversity, and incorporating zero-carbon, energy-positive technologies to ensure climate resilience					1	1	1	1					
	Healthy Place Shaping	Create thoughtfully designed homes with gardens that blend urban and rural elements, fostering healthy communities and providing spaces for food cultivation. Develop vibrant, walkable neighbourhoods with strong cultural, recreational, and retail facilities to promote sociability and well-being					1	1		1	1				
	Protecting and Enhancing Environmental Assets	Promote development that strengthens the natural environment through delivering a comprehensive green infrastructure network that supports biodiversity and incorporates zero-carbon, energy-positive technologies to build climate resilience				1	1	1	1	1					
	Movement and Connectivity	Support a diverse range of local employment opportunities within the Garden Village, ensuring easy commuting access from homes. Foster vibrant, walkable neighbourhoods with strong cultural, recreational, and retail facilities. Develop an integrated, accessible transport network prioritising walking, cycling, and public transport as the preferred modes of local transport.	1	1	1	1	1	1		1					
	Enterprise, Innovation and Productivity	Facilitate a broad range of local job opportunities within the Garden City, ensuring convenient commuting access from residential areas, while also developing vibrant, walkable neighbourhoods with strong cultural, recreational, and retail facilities					1	1			1				
	Meeting Current and Future Housing Needs	To provide a diverse range of dwelling types and tenures for all ages and needs, including properties that are genuinely affordable. Homes should be innovatively designed so that they support sustainable living. Housing should be delivered, where possible, through new models and mechanisms and diversity of delivery partners, having regard to the timing of delivery of supporting infrastructure.										1	1	1	1
	Building a strong, vibrant and sustainable community	The garden village must be a welcoming place for all that is safe and inclusive characterised by strong community cohesion and integration not just within the garden village but also with nearby Eynsham and the surrounding countryside incorporating green and blue infrastructure where possible. Development should seek to enhance connectivity across the A40 and establish the garden village as a walkable neighbourhood. Supporting infrastructure needs to be in place early and take account of wider growth in the Eynsham area, so as to not put pressure on existing services and facilities in Eynsham.					1	1	1	1	1	1	1		1
Central Oxfordshire Travel Plan	Climate and Emissions	Significantly reduce carbon emissions from all transport-related activities through targeted interventions and sustainable practices.				1	1	1		1					
	Housing, Jobs and Regeneration	Support sustainable development and infrastructure planning to accommodate the construction of 100,000 new homes in Oxfordshire by 2031, helping manage the impacts of population growth, particularly in the areas surrounding Oxford.									1	1	1		1
	Sustainable Travel	Improve journey time reliability and reduce congestion across the COTP area by promoting space-efficient travel options such as public transport and active travel. Enhance the accessibility, reliability, and safety of sustainable travel modes to support a high quality of life and maintain the area's attractiveness as a place to live and work.	1			1	1	1		1					
	Equality	Improve equality across the COTP area by improving access to opportunities, services, and affordable transport to provide everyone with the same opportunities.				1	1	1		1					
	Health	Promote active lifestyles and improve public health by increasing opportunities for physical activity and reducing obesity levels across the Central Oxfordshire area through enhanced active travel infrastructure and community initiatives.					1	1		1					

Option A - Core

Objective	Sub-objective	Assessment Criteria	Score	Rationale for Scoring
Manage impacts on the wider highway network	Objective H1: Minimise adverse impacts on A40 journey times	1. VISSIM Model and Junction Modelling Results (comparison between scenarios, delay on A40 approaches)	1	LinSig model indicates that both the junctions will operate within capacity in all modelled scenarios, however the introduction of an uncontrolled roundabout for the Salt Cross access junction will not enable proactive A40 corridor management.
	Objective H2: Accommodate existing and forecast freight movements on A40	1. Need to reconfigure/relocate lorry parking/ layby areas.	-1	The eastbound layby will be relocated to facilitate the implementation of the roundabout, also the West Eynsham junction will cut the westbound layby in half, reducing its capacity but allowing some element of the existing facility to be retained to serve existing demand and functionality.
		2. Allowance for safe and direct access to laybys from A40, minimising risk of rat running through laybys.	0	Potential for drivers to use the layby to rat-run between West Eynsham and A40. Signage will be implemented near the lay by to deter rat-running, this will however not be a physical deterrent. In addition, traffic using the layby, including large Heavy Goods Vehicles (HGVs), will need to cross the West Eynsham access arm near to the A40 access junction. This movement could be obstructed by traffic queuing at the signals, increasing the risk of collisions at this location, however it is noted that the provision of a roundabout junction at Salt Cross Garden Village would deter the unsafe movement of vehicles turning right out of the westbound layby as it would provide the ability for vehicles wanting to travel eastbound to exit the layby and U-turn in a safe manner.
	Objective H3: Minimise impacts on A40 during construction	1. Scale of construction/opportunity to coordinate construction with other A40 works.	-2	Large scale of construction required to build signalised crossroads and roundabout junctions which will require the relocation and amendment to the existing laybys. Significant works may be required to the Westbound layby to address the level differences between the existing layby and the level of the proposed development access road crossing it.
Objective	Sub-objective	Assessment Criteria	Score	
Encourage and enable safe, healthy and sustainable travel	Objective S1: Enable improved access to, and increased use of, public transport	1. Facilitates fast and reliable bus services, indicated by modelled total bus delay at A40 junctions, comparisons of modelled bus journey times.	2	LinSig model indicates that junctions will operate within capacity in all modelled scenarios.
		2. Ability to prioritise bus movements on the A40 now and in the future, particularly into the Park & Ride site.	-1	Signalised junction at West Eynsham and Park and Ride site provides the opportunity to incorporate bus priority lanes, bus gates and hurry calls for buses in the future although the roundabout junction at Salt Cross does not. Having a fourth arm at the Park and Ride junction will allow less time in the signal stages for bus movements to access and egress the Park and Ride site, which is critical at the Park and Ride junction as there is likely to be high levels of bus movements accessing and egressing the Park and Ride site.
		3. Link to Eynsham Park and Ride site.	2	Direct connection between Park & Ride and West Eynsham will be provided via a signalised cross road.
		4. Links to existing and new bus stops on the A40.	1	New cycle and pedestrian links provided to existing eastbound and westbound bus stops.
	Objective S2: Maximise permeability through the site for pedestrians and cyclists	1. Allowance for pedestrian and cycle route connectivity from A40 into the spine road.	0	Pedestrian and cycle infrastructure providing connections between A40 and spine road provided in junction designs, however the design requires pedestrians and cyclists to cross the layby when on the spine road and an additional A40 east-west controlled crossing on the south side of the West Eynsham junction for movements between Eynsham and the west.
		2. Allowance for connections north-south to the Salt Cross Garden Village and Science Park.	-1	Option provides north-south connection between West Eynsham and Salt Cross (routing through the Park & Ride site) and a staggered connection (routing along the A40). Longer distance between junctions make this connection less direct. No crossings are proposed at the roundabout.
		3. Modelled delay to pedestrians at A40 junction.	N/A	Not assessed as part of the scoring of the longest options.
	Objective S3: Maintain and enhance safety for all highway users	1. Allowance for safe, segregated, attractive and accessible crossing points at A40 junctions.	0	A signalised crossing (allowing north-south movements) will be provided at the West Eynsham and Park & Ride junction. However, no crossing provision included as part of the roundabout junction at Salt Cross.
	Protect and enhance the local environment	1. Impact on Floodplain.	2	Both junctions are located outside of the modelled flood area so are unlikely to be impacted by flooding.
		2. Preserve current biodiversity and promote its expansion.	-1	Delivering both the roundabout and crossroads junctions will require significant land take, which could negatively impact the biodiversity of the area. In addition, delivering this option will require the relocation of the eastbound layby and the loss of trees screening the westbound layby (to accommodate the proposed cycle track) which could further negatively impact the biodiversity of the area.
Objective	Sub-objective	Assessment Criteria	Score	
Support positive healthy placemaking	Objective P1: Creates an attractive and proportionate gateway into the Eynsham area and to the Eynsham strategic development site/s	1. Scale of junction / access arrangement footprint.	0	The large scale roundabout access junction proposed at Salt Cross does not align with the proposed signalised crossroads junction at West Eynsham with the separation of both junctions providing a disjointed access to the two development sites. In addition, the ability to access West Eynsham through the laybys undermines the attractiveness of the signalised crossroads junction proposed at West Eynsham as a gateway into the development.
		2. Facilitates landscaping/ greening at A40 junctions and alongside A40.	1	Potential to introduce some landscaping and greening in the spaces around the junctions and cycleway.
		3. Provision of space for pedestrians and cyclists.	0	A Toucan Crossing, 3m segregated cycleway and a 2m footway has been incorporated at the West Eynsham access junction, however, there is no footpath along the southern side of the A40 linking West Eynsham to Salt Cross and there are no pedestrian crossing facilities are provided at the roundabout access to Salt Cross.
		4. Promotes personal security.	-1	Signalised crossroad junction layout with active travel facilities will promote personal security through encouraging increased street-level usage, promoting natural surveillance. However, the personal security of those active modes who choose to access and egress the West Eynsham via the layby is not promoted as the layby is screened from the A40 by vegetation, which may reduce visibility and limit natural surveillance in that area.
	Objective P2: Enable delivery of comprehensive development	1. Positive relationship with the Garden Village Development.	-1	The access to Salt Cross Garden Village is located quite far from the West Eynsham entrance, and the roundabout layout promotes traffic dominance in the area, rather than creating a strong sense of place between the two areas
		2. Positive relationship with Park and Ride site.	1	Proposal promotes direct connectivity to the Park and Ride site for private vehicle, public transport and non-vehicle users through signalised crossroads layout and good provision of crossings. Although the potential for vehicles to use the layby as a rat-run when exiting West Eynsham reduces this connectivity.
		3. Extent to which option supports the comprehensive delivery of the West Eynsham SDA.	-2	The higher cost associated with delivering this option may impact the ability for the developer to comprehensively deliver all proposed elements of the West Eynsham SDA (e.g. affordable housing, green and blue infrastructure, other community facilities etc...)
	Objective P3: Promotes a sense of place and community	1. Sense of place and community.	0	The roundabout layout promotes traffic dominance in the area, rather than creating a strong sense of place between the two areas
Objective	Sub-objective	Assessment Criteria	Score	
Deliverable and viable to support housing delivery	Objective D1: Provides an access arrangement that unlocks housing	1. Amount of housing development / land parcels unlocked / strategic development sites.	0	This option requires two junctions to be built to unlock the housing that will be delivered as part of the West Eynsham and Salt Cross developments.
	Objective D2: Provides flexibility for phased delivery	2. Ability to bring forward access junction/s in a timely and phased way to support phased development.	1	Delivery of the West Eynsham staggered junction can be staged to assist with phasing of delivery however, construction of the roundabout junction cannot be staged.
	Objective D3: Cost effective solution	3. Scale of Cost, opportunity to minimise and share delivery costs and coordinate delivery.	-2	This option is relatively costly to deliver, requiring the construction of a large roundabout at Salt Cross and the relocation of (and amendments to) the existing laybys. In addition, this option does not offer the opportunity for the West Eynsham developer to cost share with Salt Cross developer as the accesses to the two developments are located apart.
	Objective D4: Minimises risk to delivery of A40 access and housing delivery	4. Potential high-level risks to delivery, considering land requirements (including the number of ownerships) for SDA highway infrastructure, flood risk issues, stakeholder concerns.	-2	This option requires the West Eynsham spine road to route through land with at least three different land owners/interested parties (which is more than Options B, C-Core and D-Core) creating risk and need for cooperation. In addition, there are stakeholder concerns around the options impact to the laybys and how they will be accessed.
Objective	Sub-objective	Assessment Criteria	Score	
Total			-3	

2	Major Benefit
1	Minor Benefit
0	Neutral
-1	Minor Disbenefit
-2	Major Disbenefit

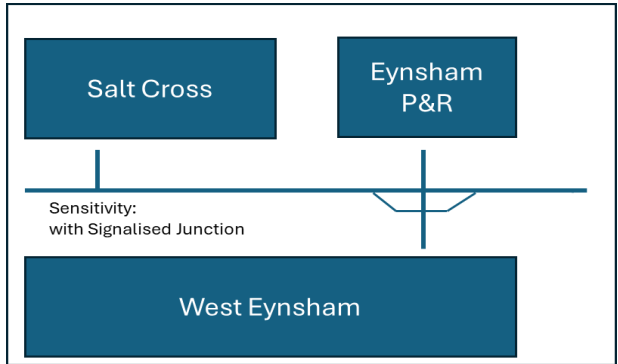
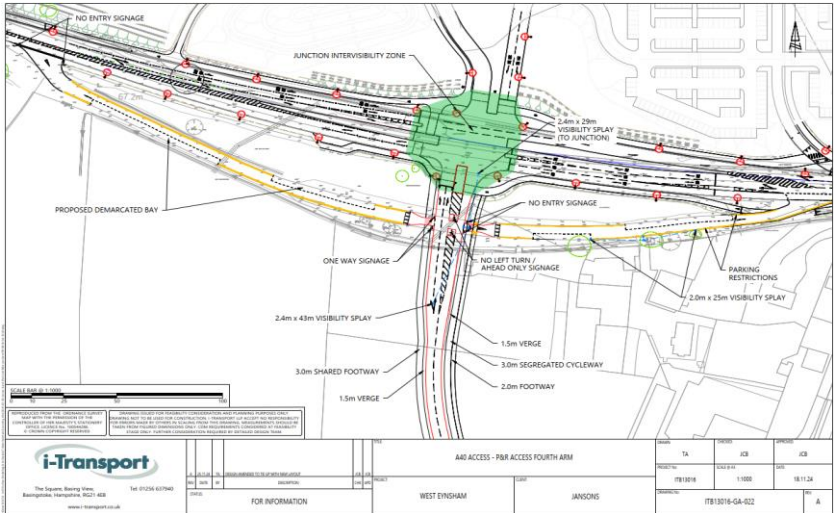


Option A - Sensitivity

Objective	Sub-objective	Assessment Criteria	Score	Rationale for Scoring
Manage impacts on the wider highway network	Objective H1: Minimise adverse impacts on A40 journey times	1. VISSIM Model and Junction Modelling Results (comparison between scenarios, delay on A40 approaches).	2	VISSIM modelling indicates that all shortlisted options forecast to work within capacity in all modelled scenarios apart from in 2041 PM peak where downstream congestion blocks back through the junctions. The modelling forecasts slightly less delay on the A40 at the P&R and Salt Cross junctions in the A and B Sensitivity options than the C and D Core options, although overall network capacity is very similar across all shortlisted options.
	Objective H2: Accommodate existing and forecast freight movements on A40	1. Need to reconfigure/relocate lorry parking/ layby areas.	0	The West Eynsham junction will cut the westbound layby in half, and the eastbound layby will likely need to be relocated to facilitate the access into Salt Cross. This will reduce the capacity of the WB layby but allow some element of the existing facility to be retained to serve existing demand and functionality.
		2. Allowance for safe and direct access to laybys from A40, minimising risk of rat running through laybys.	0	Potential for drivers to use the layby to rat-run between West Eynsham and A40. Signage will be implemented near the lay by to deter rat-running, this will however not be a physical deterrent. In addition, traffic using the layby, including large Heavy Goods Vehicles (HGVs), will need to cross the West Eynsham access arm near to the A40 access junction. This movement could be obstructed by traffic queuing at the signals, increasing the risk of collisions at this location. It is noted that the westbound layby layout in this option provides a controlled egress onto A40 eastbound via the West Eynsham junction for users of the private property located on the westbound layby obviating the possibility of long detours.
	Objective H3: Minimise impacts on A40 during construction	1. Scale of construction/opportunity to coordinate construction with other A40 works.	0	Larger scale of construction required to build signalised crossroads and roundabout junctions which will require the relocation and amendment to the existing laybys. Significant works may be required to the westbound layby to address the level differences between the existing layby and the level of the proposed development access road crossing it. However, the signalised T-junction at Salt Cross requires a smaller scale of construction than the roundabout option.
Objective	Sub-objective	Assessment Criteria	Score	
Encourage and enable safe, healthy and sustainable travel	Objective S1: Enable improved access to, and increased use of, public transport	1. Facilitates fast and reliable bus services, indicated by modelled total bus delay at A40 junctions, comparisons of modelled bus journey times.	2	VISSIM modelling indicates that bus journey times across all shortlisted options are quite similar. Option A Sensitivity and Option C Core result in slightly quicker bus journey times for buses that route along the A40 (to the west of Eynsham) than Option B Sensitivity and Option D Core.
		2. Ability to prioritise bus movements on the A40 now and in the future, particularly into the Park & Ride site.	0	Signalised junctions provide the opportunity to incorporate bus priority lanes, bus gates and hurry calls for buses in the future. However, the four-arm junction leading to the Park & Ride site will allow less time in signal stages for bus movements, which is critical at this junction which will have high level of bus movements
		3. Link to Eynsham Park and Ride site.	2	Direct connection between Park & Ride and West Eynsham will be provided via a signalised cross road
		4. Links to existing and new bus stops on the A40.	1	New cyclist and pedestrian links provided to existing eastbound and westbound bus stops.
	Objective S2: Maximise permeability through the site for pedestrians and cyclists	1. Allowance for pedestrian and cycle route connectivity from A40 into the spine road.	0	Pedestrian and cycle infrastructure providing connections between A40 and spine road provided in junction designs, however the design requires pedestrians and cyclists to cross the layby when on the spine road and an additional A40 east-west controlled crossing on the south side of the West Eynsham junction for movements between Eynsham and the west.
		2. Allowance for connections north-south to the Salt Cross Garden Village and Science Park.	0	Option provides north-south connection between West Eynsham and Salt Cross (routing through the Park & Ride site) and a staggered connection (routing along the A40). Potential to include crossing of the A40 at the Salt Cross staggered signalised junction.
		3. Modelled delay to pedestrians at A40 junction.	0	Bespoke spreadsheet model which estimates the times that it would take for pedestrians to travel between Salt Cross Garden Village, the Eynsham Park and Ride site, and West Eynsham via the A40 (taking into account distances between the proposed access junctions to the site, modelled wait times at the crossing points and average walking speeds) estimates that it would take a pedestrian 3032 seconds to walk between the sites with Option A Sensitivity in place. This is the same as the calculated time for Option B Sensitivity but more than Option C and Option D Core.
	Objective S3: Maintain and enhance safety for all highway users	1. Allowance for safe, segregated, attractive and accessible crossing points at A40 junctions.	1	Option provides two north-south crossings at the A40 junctions which is less than some other options which provide three.
	Protect and enhance the local environment	1. Impact on Floodplain.	2	Both junctions are located outside of the modelled flood area so are unlikely to be impacted by flooding
		Objective E1: Protect the natural environmental and heritage assets of the West Eynsham SDA site	-1	Delivering both the crossroads and T-junction junctions will require some land take, which could negatively impact the biodiversity of the area. In addition, delivering this option will likely require the relocation of the eastbound layby and the loss of trees screening the westbound layby (to accommodate the proposed cycle track) which could further negatively impact the biodiversity of the area.
Objective	Sub-objective	Assessment Criteria	Score	
Support positive healthy placemaking	Objective P1: Creates an attractive and proportionate gateway into the Eynsham area and to the Eynsham strategic development site/s	1. Scale of junction / access arrangement footprint.	1	Signalised crossroads junction provides an appropriate access for a residential-led development of around 1,000 homes however the ability to access West Eynsham through the laybys undermines the attractiveness of the signalised crossroads junction proposed at West Eynsham as a gateway into the development.
		2. Facilitates landscaping/ greening at A40 junctions and alongside A40.	1	Potential to introduce some landscaping and greening in the spaces around the junctions and cycleway.
		3. Provision of space for pedestrians and cyclists.	2	A Toucan Crossing, 3m segregated cycleway and a 2m footway will be provided as part of this proposal and there is the potential to incorporate a path for active modes along the southern side of the A40 linking to Salt Cross via a crossing at the Salt Cross junction.
		4. Promotes personal security.	-1	Signalised crossroad junction layout with active travel facilities will promote personal security through encouraging increased street-level usage, promoting natural surveillance. However, the personal security of those active modes who choose to access and agress the West Eynsham via the layby is not promoted as the layby is screened from the A40 by vegetation, which may reduce visibility and limit natural surveillance in that area.
	Objective P2: Enable delivery of comprehensive development	1. Positive relationship with the Garden Village Development.	0	The access to Salt Cross Garden Village is located quite far from the West Eynsham entrance although direct connections for bus users, pedestrians and cyclists will be provided via the Park & Ride site.
		2. Positive relationship with Park and Ride site.	1	Proposal promotes direct connectivity to the Park and Ride site for private vehicle, public transport and non-vehicle users through signalised crossroads layout and good provision of crossings. Although the potential for vehicles to use the layby as a rat-run when exiting West Eynsham reduces this connectivity.
		3. Extent to which option supports the comprehensive delivery of the West Eynsham SDA.	0	The larger scale of works, and subsequently higher cost, associated with delivering this option (due to larger scale of highway works required and the amendments to both layouts required) may impact the ability for the developer to comprehensively deliver all proposed elements of the West Eynsham SDA (e.g. affordable housing, green and blue infrastructure, other community facilities etc. .). Option is likely to cost less than the "Option A - Core" option.
	Deliverable and viable to support housing delivery	Objective D1: Provides an access arrangement that unlocks housing	0	This option requires two junctions to be built to unlock the housing that will be delivered as part of the West Eynsham and Salt Cross developments.
		Objective D2: Provides flexibility for phased delivery	2	The signalised crossroads junction layout at West Eynsham provides an opportunity to phase developments as the junction can be built-out with one arm being a stub. The construction of a signalised T-junction layout at Salt Cross will be easier to phase and will have less impact on the A40 than a roundabout.
		Objective D3: Cost effective solution	0	This option will be relatively costly to deliver (due to extents of highway works required and layby amendments), and offers no opportunity to cost share with Salt Cross development.
Objective	Sub-objective	Assessment Criteria	Score	
		Objective D4: Minimises risk to delivery of A40 access and housing delivery	-2	This option requires the West Eynsham spine road to route through land with at least three different land owners/interested parties (which is more than Options B, C-Core and D-Core) creating risk and need for cooperation. In addition, there are stakeholder concerns around the options impact to the laybys and how they will be accessed.
Objective	Sub-objective	Assessment Criteria	Score	
Total			13	

2	Major Benefit
1	Minor Benefit
0	Neutral
-1	Minor Disbenefit
-2	Major Disbenefit

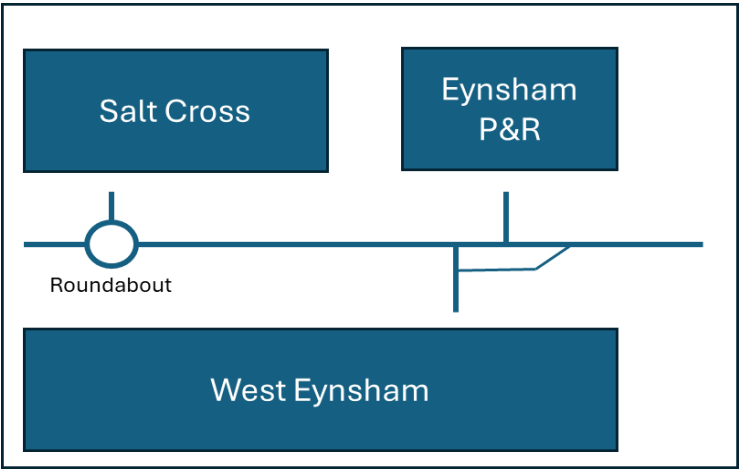
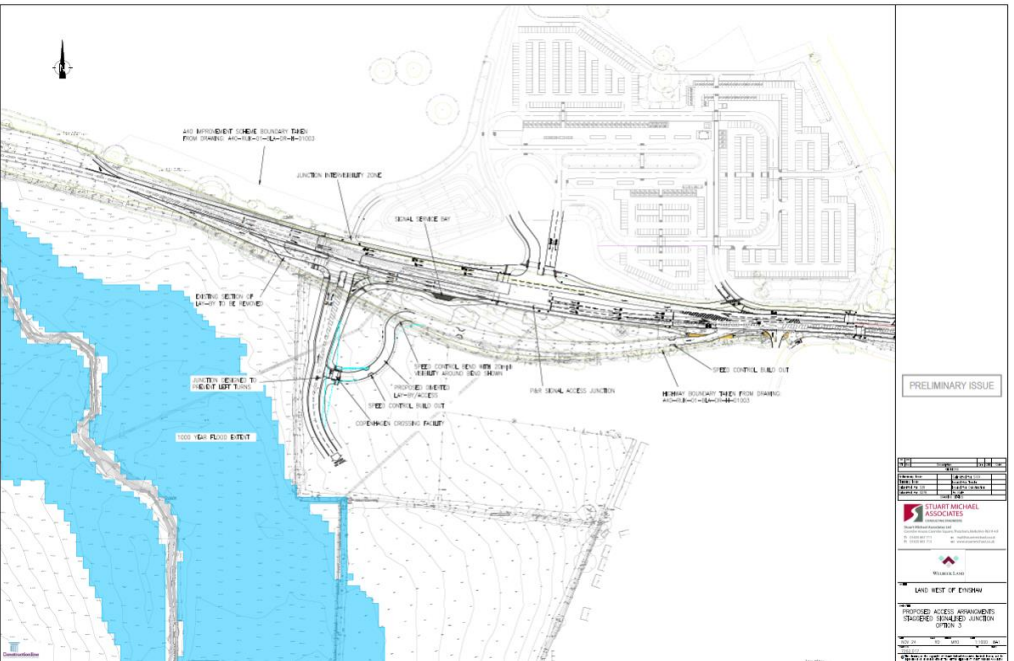
Modelling Option A Sensitivity has not been included in the scope, the modelling results from Option B Sensitivity have been used to inform the scoring



Option B - Core

Objective	Sub-objective	Assessment Criteria	Score	Rationale for Scoring
Manage impacts on the wider highway network	Objective H1: Minimise adverse impacts on A40 journey times	1. VISSIM Model and Junction Modelling Results (comparison between scenarios, delay on A40 approaches).	1	LinSig model indicates that both the junctions will operate within capacity in all modelled scenarios, however the introduction of an uncontrolled roundabout for the Salt Cross access junction will not enable proactive A40 corridor management.
	Objective H2: Accommodate existing and forecast freight movements on A40	1. Need to reconfigure/relocate lorry parking/ layby areas.	-1	The eastbound layby will be relocated to facilitate the implementation of the roundabout, also the West Eynsham Junction will remove an element of the existing westbound layby. The reconfiguration proposed will slightly reduce the capacity of the WB layby but allow a significant proportion of the existing facility to be retained to serve existing demand and functionality.
		2. Allowance for safe and direct access to laybys from A40, minimising risk of rat running through laybys.	1	• Potential for drivers to use the layby to rat-run between West Eynsham and A40. Layby junction with spine road will be designed to deter rat-running although there is still the potential for vehicles to rat-run. • Option requires all layby traffic, including large HGVs, to use West Eynsham A40 access junction to exit the layby which will put additional traffic on the spine road. However, exiting the layby via the A40 access junction provides a more controlled and safer option than the existing arrangement and the arrangement in the Option A Core and Sensitivity options.
	Objective H3: Minimise impacts on A40 during construction	1. Scale of construction/opportunity to coordinate construction with other A40 works.	-2	Large scale of construction required to build signalised staggered crossroads and roundabout junctions which will require the relocation and amendment to the existing laybys.
Objective	Sub-objective	Assessment Criteria	Score	Rationale for Scoring
Encourage and enable safe, healthy and sustainable travel	Objective S1: Enable improved access to, and increased use of, public transport	1. Facilitates fast and reliable bus services, indicated by modelled total bus delay at A40 junctions, comparisons of modelled bus journey times.	-1	LinSig model indicates that junctions will operate within capacity in all modelled scenarios.
		2. Ability to prioritise bus movements on the A40 now and in the future, particularly into the Park & Ride site.	1	Signalised junction at West Eynsham and Park & Ride provides the opportunity to incorporate bus priority lanes, bus gates and hurry calls for buses in the future although the roundabout junction at Salt Cross does not. The three-arm junction layout at the Park & Ride site will allow more time in the signal stages for bus movements egressing the Park & Ride site, which will have high level of bus movements.
		3. Link to Eynsham Park and Ride site.	1	West Eynsham junction provides connections between West Eynsham and Park and Ride site although staggered junction layout is not as direct as crossroads layout. Bus services operating between Salt Cross, Park & Ride and West Eynsham will need to use A40 for short stretch.
		4. Links to existing and new bus stops on the A40.	1	New cyclist and pedestrian links provided to existing eastbound and westbound bus stops
	Objective S2: Maximise permeability through the site for pedestrians and cyclists	1. Allowance for pedestrian and cycle route connectivity from A40 into the spine road.	1	Some provisions are included within this design to allow for active travel movements between the Spine Road and the A40, however the design requires pedestrians and cyclists to cross the layby when on the eastern side of the spine road.
		2. Allowance for connections north-south to the Salt Cross Garden Village and Science Park.	-1	Option provides north-south connection between West Eynsham and Salt Cross (routing through the Park & Ride site) and a staggered connection (routing along the A40). No crossings are proposed at the roundabout.
	Objective S3: Maintain and enhance safety for all highway users	3. Modelled delay to pedestrians at A40 junction.	N/A	Not assessed as part of the scoring of the longlist options.
		1. Allowance for safe, segregated, attractive and accessible crossing points at A40 junctions.	0	A signalised crossing (allowing N-S movements) will be provided at the West Eynsham and Park & Ride junction, however, no crossing provision included as part of the roundabout junction at Salt Cross.
Objective	Sub-objective	Assessment Criteria	Score	Rationale for Scoring
Protect and enhance the local environment	Objective E1: Protect the natural environmental and heritage assets of the West Eynsham SDA site	1. Impact on Floodplain.	2	Both junctions are located outside of the modelled flood area so are unlikely to be impacted by flooding
		2. Preserve current biodiversity and promote its expansion.	-1	Delivering both the staggered crossroads and roundabout junctions will require significant land take, which could negatively impact the biodiversity of the area. In addition, delivering this option will likely require the relocation of the eastbound layby and the loss of trees screening the westbound layby (to accommodate the proposed cycle track) which could further negatively impact the biodiversity of the area.
6	Sub-objective	Assessment Criteria	1	
Support positive healthy placemaking	Objective P1: Creates an attractive and proportionate gateway into the Eynsham area and to the Eynsham strategic development site/s	1. Scale of junction / access arrangement footprint.	0	The large scale roundabout access junction proposed at Salt Cross does not align with the proposed signalised staggered crossroads junction at West Eynsham with the separation of both junctions providing a disjointed access to the two development sites. In addition, the ability to access West Eynsham through the layby undermines the attractiveness of the signalised crossroads junction proposed at West Eynsham as a gateway into the development.
		2. Facilitates landscaping/ greening at A40 junctions and alongside A40.	1	Potential to introduce some landscaping and greening in the spaces around the junctions and cycleway.
		3. Provision of space for pedestrians and cyclists.	0	Space for pedestrians and cyclists provided at West Eynsham access junction, however, there is no footpath along the southern side of the A40 linking West Eynsham to Salt Cross and there are no pedestrian crossing facilities are provided at the roundabout access to Salt Cross.
		4. Promotes personal security.	-1	Staggered and disparate junction layout will not promote personal security due to spread-out street level usage limiting natural surveillance.
	Objective P2: Enable delivery of comprehensive development	1. Positive relationship with the Garden Village Development.	-1	The access to Salt Cross Garden Village is separate and located quite far from the West Eynsham entrance, and the roundabout layout promotes traffic dominance in the area, rather than creating a strong sense of place between the two areas. However, the option does provide pedestrian and cyclist connectivity between West Eynsham and Salt Cross via the Park & Ride site.
		2. Positive relationship with Park and Ride site.	1	Proposal provides connectivity to the Park and Ride site, although not as direct for buses and vehicles as a crossroads layout
		3. Extent to which option supports the comprehensive delivery of the West Eynsham SDA.	-1	The higher cost associated with delivering this option may impact the ability for the developer to comprehensively deliver all proposed elements of the West Eynsham SDA (e.g. affordable housing, green and blue infrastructure, other community facilities etc...). Option is likely to cost less than the "Option A - Core" option.
Objective	Sub-objective	Assessment Criteria	Score	Rationale for Scoring
Deliverable and viable to support housing delivery	Objective D1: Provides an access arrangement that unlocks housing	1. Amount of housing development / land parcels unlocked / strategic development sites.	-1	
	Objective D2: Provides flexibility for phased delivery		0	This option requires two junctions to be built to unlock the housing that will be delivered as part of the West Eynsham and Salt Cross developments.
		2. Ability to bring forward access junction/s in a timely and phased way to support phased development.	1	Delivery of the West Eynsham staggered junction can be staged to assist with phasing of delivery however, construction of the roundabout junction cannot be staged. It is noted that the West Eynsham access junction in Option B would enable a significant first phase of development to come forward, helping to fund the access and first section of spine road into the West Eynsham Strategic Development Area.
	Objective D3: Cost effective solution	3. Scale of Cost, opportunity to minimise and share delivery costs and coordinate delivery.	-2	This option is relatively costly to deliver, requiring the construction of a large roundabout at Salt Cross and the relocation of (and amendments to) the existing laybys. In addition, this option does not offer the opportunity for the West Eynsham developer to cost share with Salt Cross developer as the accesses to the two developments are located apart.
Objective Total	Objective D4: Minimises risk to delivery of A40 access and housing delivery	4. Potential high-level risks to delivery, considering land requirements (including the number of ownerships) for SDA highway infrastructure, flood risk issues, stakeholder concerns.	0	Potential for option be delivered within a single land ownership to unlock early housing delivery, although there may be stakeholder concerns around the option's impact to the westbound layby and it is noted that delivery of the full spine road and further phases of housing as envisaged in the masterplan would still require collaboration between developers in this option.
			-1	
Total			-3	

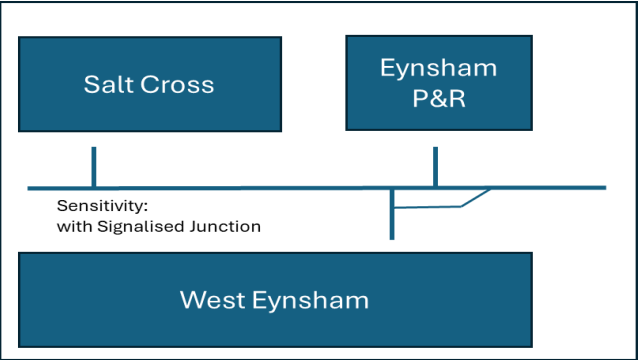
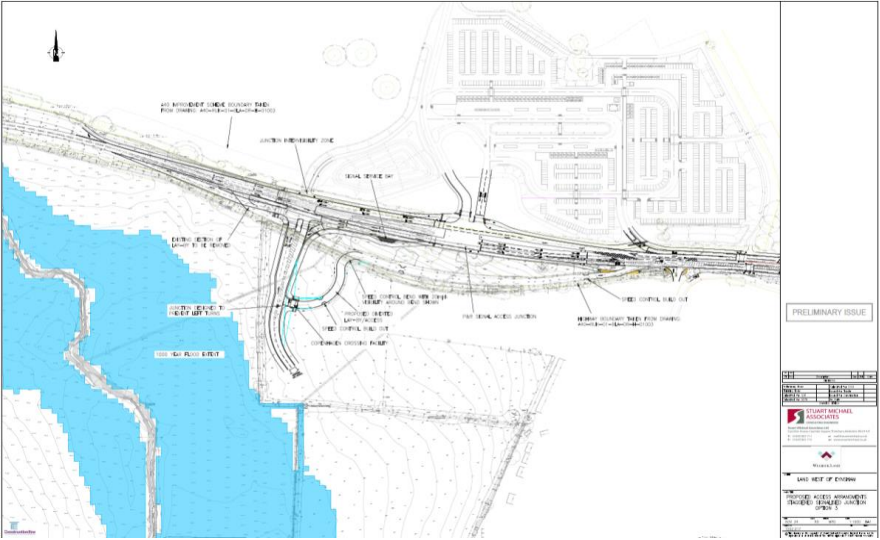
2	Major Benefit
1	Minor Benefit
0	Neutral
-1	Minor Disbenefit
-2	Major Disbenefit



Option B - Sensitivity

Objective	Sub-objective	Assessment Criteria	Score	Rationale for Scoring
Manage impacts on the wider highway network	Objective H1: Minimise adverse impacts on A40 journey times	1. VISSIM Model and Junction Modelling Results (comparison between scenarios, delay on A40 approaches).	2	VISSIM modelling indicates that all shortlisted options forecast to work within capacity in all modelled scenarios apart from in 2041 PM peak where downstream congestion blocks back through the junctions. The modelling forecasts slightly less delay on the A40 at the P&R and Salt Cross junctions in the A and B Sensitivity options than the C and D Core options, although overall network capacity is very similar across all shortlisted options.
	Objective H2: Accommodate existing and forecast freight movements on A40	1. Need to reconfigure/relocate lorry parking/ layby areas.	0	The West Eynsham Junction will remove an element of the existing westbound layby (which currently accommodates circa 22 HGVs. The reconfiguration proposed will slightly reduce the capacity of the WB layby but allow a significant proportion of the existing facility to be retained to serve existing demand and functionality.
		2. Allowance for safe and direct access to laybys from A40, minimising risk of rat running through laybys.	1	<ul style="list-style-type: none">• Potential for drivers to use the layby to rat-run between West Eynsham and A40. Layby junction with spine road will be designed to deter rat-running although there is still the potential for vehicles to rat-run.• Option requires all layby traffic, including large HGVs, to use West Eynsham A40 access junction to exit the layby which will put additional traffic on the spine road. However, exiting the layby via the A40 access junction provides a more controlled and safer option than the existing arrangement and the arrangement in the Option A Core and Sensitivity options.
	Objective H3: Minimise impacts on A40 during construction	1. Scale of construction/opportunity to coordinate construction with other A40 works.	0	Relatively large scale of construction required to accommodate junction proposals with amendments to both the existing laybys required to facilitate these proposed improvements which will increase the scale of construction works.
Objective	Sub-objective	Assessment Criteria	3	
Encourage and enable safe, healthy and sustainable travel	Objective S1: Enable improved access to, and increased use of, public transport	1. Facilitates fast and reliable bus services, indicated by modelled total bus delay at A40 junctions, comparisons of modelled bus journey times.	1	VISSIM modelling indicates that bus journey times across all shortlisted options are quite similar. Option A Sensitivity and Option C Core result in slightly quicker bus journey times for buses that route along the A40 (to the west of Eynsham) than Option B Sensitivity and Option D Core.
		2. Ability to prioritise bus movements on the A40 now and in the future, particularly into the Park & Ride site.	1	Signalised junction at West Eynsham and Park & Ride provides the opportunity to incorporate bus priority lanes, bus gates and hurry calls for buses in the future although the roundabout junction at Salt Cross does not. The three-arm junction layout at the Park & Ride site will allow more time in the signal stages for bus movements egressing the Park & Ride site, which will have high level of bus movements.
		3. Link to Eynsham Park and Ride site.	1	West Eynsham junction provides connections between West Eynsham and Park and Ride site although staggered junction layout is not as direct as crossroads layout. Bus services operating between Salt Cross, Park & Ride and West Eynsham will need to use A40 for short stretch.
		4. Links to existing and new bus stops on the A40.	1	New cyclist and pedestrian links provided to existing eastbound and westbound bus stops
	Objective S2: Maximise permeability through the site for pedestrians and cyclists	1. Allowance for pedestrian and cycle route connectivity from A40 into the spine road.	1	Some provisions are included within this design to allow for active travel movements between the Spine Road and the A40, however the design requires pedestrians and cyclists to cross the layby when on the eastern side of the spine road.
		2. Allowance for connections north-south to the Salt Cross Garden Village and Science Park.	1	Option provides north-south connection between West Eynsham and Salt Cross (routing through the Park & Ride site) and a staggered connection (routing along the A40). Potential to include crossing of the A40 at the Salt Cross staggered signalised junction.
		3. Modelled delay to pedestrians at A40 junction.	0	Bespoke spreadsheet model which estimates the times that it would take for pedestrians to travel between Salt Cross Garden Village, the Eynsham Park and Ride site, and West Eynsham via the A40 (taking into account distances between the proposed access junctions to the site, modelled wait times at the crossing points and average walking speeds) estimates that it would take a pedestrian 3032 seconds to walk between the sites with Option B Sensitivity in place. This is the same as the calculated time for Option A Sensitivity but more than Option C and Option D Core.
	Objective S3: Maintain and enhance safety for all highway users	1. Allowance for safe, segregated, attractive and accessible crossing points at A40 junctions.	2	A total of three north-south signalised crossing points will be provided at the Salt Cross and West Eynsham junctions.
Objective	Sub-objective	Assessment Criteria	4	
Protect and enhance the local environment	Objective E1: Protect the natural environmental and heritage assets of the West Eynsham SDA site	1. Impact on Floodplain.	2	Both junctions are located outside of the modelled flood area so are unlikely to be impacted by flooding.
		2. Preserve current biodiversity and promote its expansion.	0	Delivering both the staggered crossroads and T-junction junctions will require some land take (although less than the signalised crossroads and roundabout layouts), which could negatively impact the biodiversity of the area. In addition, delivering this option will likely require the relocation of the westbound layby and the loss of trees screening the westbound layby (to accommodate the proposed cycle track) which could further negatively impact the biodiversity of the area.
Objective	Sub-objective	Assessment Criteria	2	
Support positive healthy placemaking	Objective P1: Creates an attractive and proportionate gateway into the Eynsham area and to the Eynsham strategic development sites	1. Scale of junction / access arrangement footprint.	1	This option provides disjointed and separate accesses to new development areas and the Park & Ride site. In addition, the ability to access West Eynsham through the layby undermines the attractiveness of the signalised crossroads junction proposed at West Eynsham as a gateway into the development.
		2. Facilitates landscaping/ greening at A40 junctions and alongside A40.	1	Potential to introduce some landscaping and greening in the spaces around the junctions and cycleway.
		3. Provision of space for pedestrians and cyclists.	2	Space for pedestrians and cyclists provided at West Eynsham access junction with the potential to incorporate a path for active modes along the southern side of the A40 linking to Salt Cross via a crossing at the Salt Cross junction.
		4. Promotes personal security.	-1	Staggered and disparate junction layout will not promote personal security due to spread-out street level usage limiting natural surveillance.
	Objective P2: Enable delivery of comprehensive development	1. Positive relationship with the Garden Village Development.	1	Option provides staggered pedestrian and cyclist connectivity between West Eynsham and Salt Cross via the A40 and as well as a connection through via the Park & Ride site.
		2. Positive relationship with Park and Ride site.	1	Proposal provides connectivity to the Park and Ride site, although not as direct as a crossroads layout.
		3. Extent to which option supports the comprehensive delivery of the West Eynsham SDA.	0	The larger scale of works, and subsequently higher cost, associated with delivering this option (due to larger scale of highway works required and the amendments to both layouts required) may impact the ability for the developer to comprehensively deliver all proposed elements of the West Eynsham SDA (e.g. affordable housing, green and blue infrastructure, other community facilities etc...). Option is likely to cost less than the "Option A - Core" option.
Objective	Sub-objective	Assessment Criteria	5	
Deliverable and viable to support housing delivery	Objective D1: Provides an access arrangement that unlocks housing	1. Amount of housing development / land parcels unlocked / strategic development sites.	0	This option requires two junctions to be built to unlock the housing that will be delivered as part of the West Eynsham and Salt Cross developments.
	Objective D2: Provides flexibility for phased delivery	2. Ability to bring forward access junction/s in a timely and phased way to support phased development.	2	Delivery of the West Eynsham staggered junction can be staged to assist with phasing of delivery and the construction of the signalised T-junction layout at Salt Cross will be easier to phase and will have less impact on the A40 than a roundabout. It is noted that the West Eynsham access junction in Option B would enable a significant first phase of development to come forward, helping to fund the access and first section of spine road into the West Eynsham Strategic Development Area.
	Objective D3: Cost effective solution	3. Scale of Cost, opportunity to minimise and share delivery costs and coordinate delivery.	0	This option will be relatively costly to deliver (due to extents of highway works required and layby amendments), and offers no opportunity to cost share with Salt Cross development.
	Objective D4: Minimises risk to delivery of A40 access and housing delivery	4. Potential high-level risks to delivery, considering land requirements (including the number of ownerships) for SDA highway infrastructure, flood risk issues, stakeholder concerns.	0	Potential for option be delivered within a single land ownership to unlock early housing delivery, although there may be stakeholder concerns around the option's impact to the westbound layby and it is noted that delivery of the full spine road and further phases of housing as envisaged in the masterplan would still require collaboration between developers in this option.
Objective	Sub-objective	Assessment Criteria	2	
Total			20	

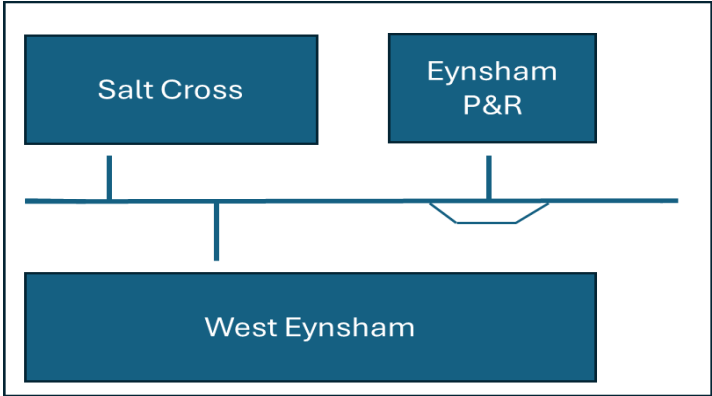
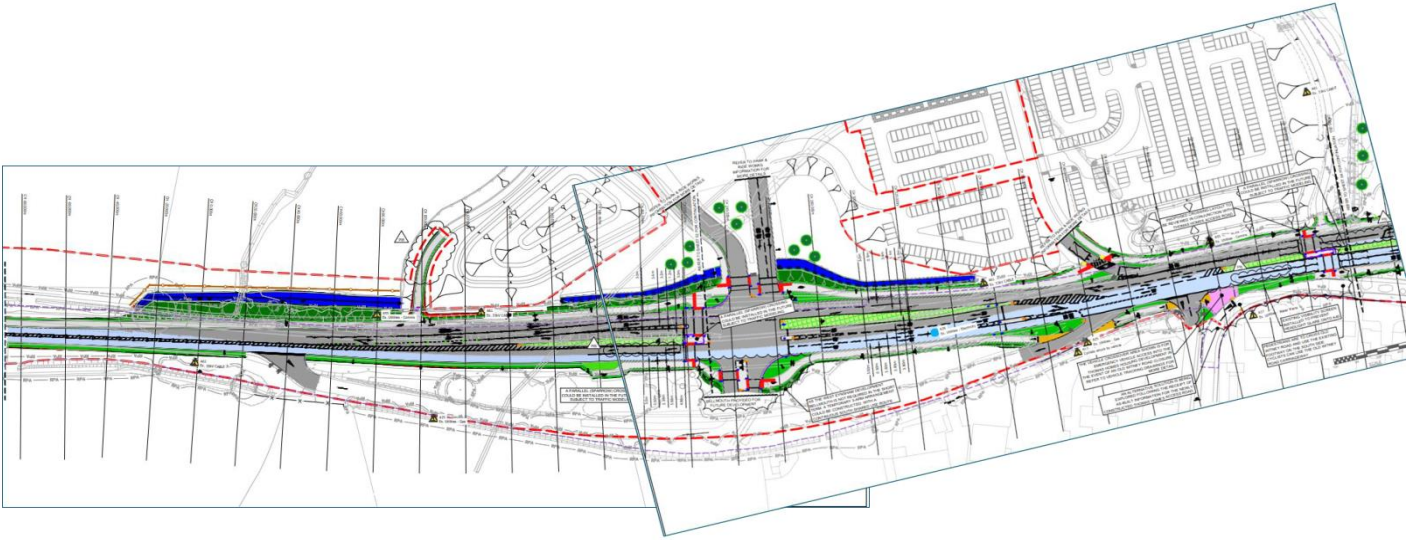
2	Major Benefit
1	Minor Benefit
0	Neutral
-1	Minor Disbenefit
-2	Major Disbenefit



Option C - Core

Objective	Sub-objective	Assessment Criteria	Score	Rationale for Scoring
Manage impacts on the wider highway network	Objective H1: Minimise adverse impacts on A40 journey times	1. VISSIM Model and Junction Modelling Results (comparison between scenarios, delay on A40 approaches).	1	VISSIM modelling indicates that all shortlisted options forecast to work within capacity in all modelled scenarios apart from in 2041 PM peak where downstream congestion blocks back through the junctions. The modelling forecasts slightly less delay on the A40 at the P&R and Salt Cross junctions in the A and B Sensitivity options than the C and D Core options, although overall network capacity is very similar across all shortlisted options.
	Objective H2: Accommodate existing and forecast freight movements on A40	1. Need to reconfigure/relocate lorry parking/ layby areas.	0	The eastbound layby will be relocated to introduce a signalised access into Salt Cross Garden Village but the location of the westbound layby will be retained.
		2. Allowance for safe and direct access to laybys from A40, minimising risk of rat running through laybys.	0	Retains existing layby capacity in both directions. Although it is not possible to rat-run to/from West Eynsham development in this option, there is a risk that drivers will use the westbound layby to rat-run past the Park & Ride junction. In addition, the close proximity of the westbound layby to the West Eynsham access junction may cause some safety issues associated with vehicles egressing the layby.
	Objective H3: Minimise impacts on A40 during construction	1. Scale of construction/opportunity to coordinate construction with other A40 works.	1	Smaller scale of construction required to build staggered crossroads and T junctions, due to less works involved with relocating and amending the existing laybys and not constructing a large roundabout etc... (like for Core Options A & B)
Objective	Sub-objective	Assessment Criteria	2	
Encourage and enable safe, healthy and sustainable travel	Objective S1: Enable improved access to, and increased use of, public transport	1. Facilitates fast and reliable bus services, indicated by modelled total bus delay at A40 junctions, comparisons of modelled bus journey times.	2	VISSIM modelling indicates that bus journey times across all shortlisted options are quite similar. Option A Sensitivity and Option C Core result in slightly quicker bus journey times for buses that route along the A40 (to the west of Eynsham) than Option B Sensitivity and Option D Core.
		2. Ability to prioritise bus movements on the A40 now and in the future, particularly into the Park & Ride site.	1	Signalised junctions at West Eynsham, Salt Cross and Park & Ride sites provides the opportunity to incorporate bus priority lanes, bus gates and hurry calls for buses in the future. The three-arm junction layout at the Park & Ride site will allow more time in the signal stages for bus movements egressing the Park & Ride site, which will have high level of bus movements.
		3. Link to Eynsham Park and Ride site.	1	Links to Park & Ride site staggered. Bus services operating between Salt Cross, Park & Ride and West Eynsham will need to use A40 for short stretch.
		4. Links to existing and new bus stops on the A40.	1	New cyclist and pedestrian links provided to existing eastbound and westbound bus stops.
	Objective S2: Maximise permeability through the site for pedestrians and cyclists	1. Allowance for pedestrian and cycle route connectivity from A40 into the spine road.	2	Some provisions are included within this design to allow for active travel movements between the Spine Road and the A40.
		2. Allowance for connections north-south to the Salt Cross Garden Village and Science Park.	1	This Option Provides a staggered north-south connection for pedestrians and cyclists between Salt Cross Garden Village and West Eynsham. Active mode crossing provided at the signalised junction into Salt Cross Garden Village.
		3. Modelled delay to pedestrians at A40 junction.	1	Bespoke spreadsheet model which estimates the times that it would take for pedestrians to travel between Salt Cross Garden Village, the Eynsham Park and Ride site, and West Eynsham via the A40 (taking into account distances between the proposed access junctions to the site, modelled wait times at the crossing points and average walking speeds) estimates that it would take a pedestrian 2332 seconds to walk between the sites with Option C Core in place. This is less than the calculated time for Option A and B Sensitivity but more than Option D Core.
	Objective S3: Maintain and enhance safety for all highway users	1. Allowance for safe, segregated, attractive and accessible crossing points at A40 junctions.	2	Option includes the provision of three additional north-south active mode crossing of the A40
Objective	Sub-objective	Assessment Criteria	11	
Protect and enhance the local environment	Objective E1: Protect the natural environmental and heritage assets of the West Eynsham SDA site	1. Impact on Floodplain.	1	Although both junctions are located outside of the modelled flood area, the junction layout causes the spine road to route closer to the modelled flood area
		2. Preserve current biodiversity and promote its expansion.	1	Staggered and T-junction layouts require less land take, there will be no loss of trees/vegetation around the westbound layby but the eastbound layby requires relocating which may have a negative impact on biodiversity.
Objective	Sub-objective	Assessment Criteria	2	
Support positive healthy placemaking	Objective P1: Creates an attractive and proportionate gateway into the Eynsham area and to the Eynsham strategic development site/s	1. Scale of junction / access arrangement footprint.	1	Option provides somewhat disjointed and separate accesses to new development areas and the Park & Ride site.
		2. Facilitates landscaping/ greening at A40 junctions and alongside A40.	2	Designs of both the West Eynsham and Park & Ride junctions incorporate landscaping and greening
		3. Provision of space for pedestrians and cyclists.	2	Space for pedestrians and cyclists provided at West Eynsham access junction with the potential to incorporate a path for active modes along the southern side of the A40 linking to the Park & Ride site via a crossing at the Park & Ride site junction.
		4. Promotes personal security.	-1	Staggered and disparate junction layout will not promote personal security due to spread-out street level usage limiting natural surveillance.
	Objective P2: Enable delivery of comprehensive development	1. Positive relationship with the Garden Village Development.	1	Proposal provides connectivity to Salt Cross Garden Village, although not as direct as a crossroads layout.
		2. Positive relationship with Park and Ride site.	1	Proposal provides staggered connectivity to the Park and Ride site.
Deliverable and viable to support housing delivery	Objective D1: Provides an access arrangement that unlocks housing	1. Amount of housing development / land parcels unlocked / strategic development sites.	0	This option requires one junction to be built to unlock the housing that will be delivered as part of the West Eynsham and Salt Cross developments.
		2. Ability to bring forward access junction/s in a timely and phased way to support phased development.	2	Delivery of the West Eynsham staggered junction can be staged to assist with phasing of delivery and the construction of the signalised T-junction layout at the Park & Ride will be easier to phase and will have less impact on the A40 than a roundabout.
	Objective D3: Cost effective solution	3. Scale of Cost, opportunity to minimise and share delivery costs and coordinate delivery.	1	Some opportunity to cost share delivery of West Eynsham junction with Salt Cross and staggered junction layout cheaper to deliver than crossroads.
		4. Potential high-level risks to delivery, considering land requirements (including the number of ownerships) for SDA highway infrastructure, flood risk issues, stakeholder concerns.	-1	This option requires the West Eynsham spine road to route through land with at least two different land owners/interested parties (which is less than Option A) creating risk and need for cooperation. There are also some stakeholder concerns regarding the ability for vehicles to turn right when egressing the layby.
Objective	Sub-objective	Assessment Criteria	2	
Total			24	

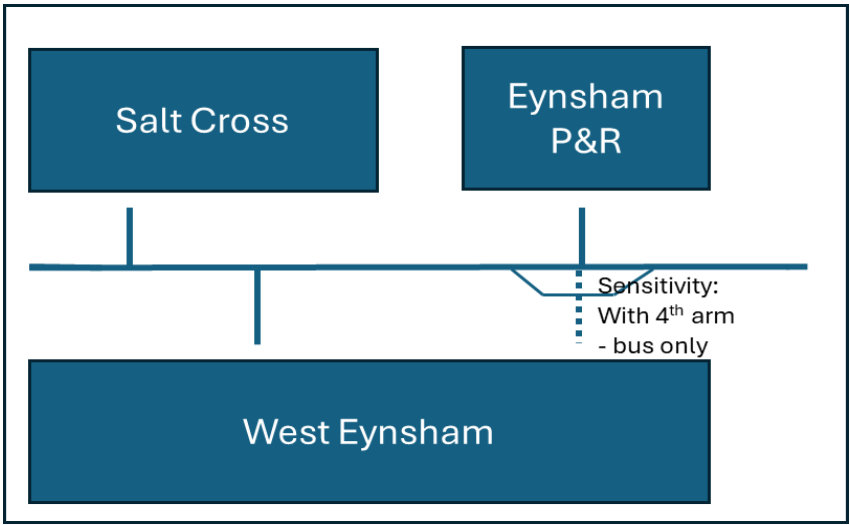
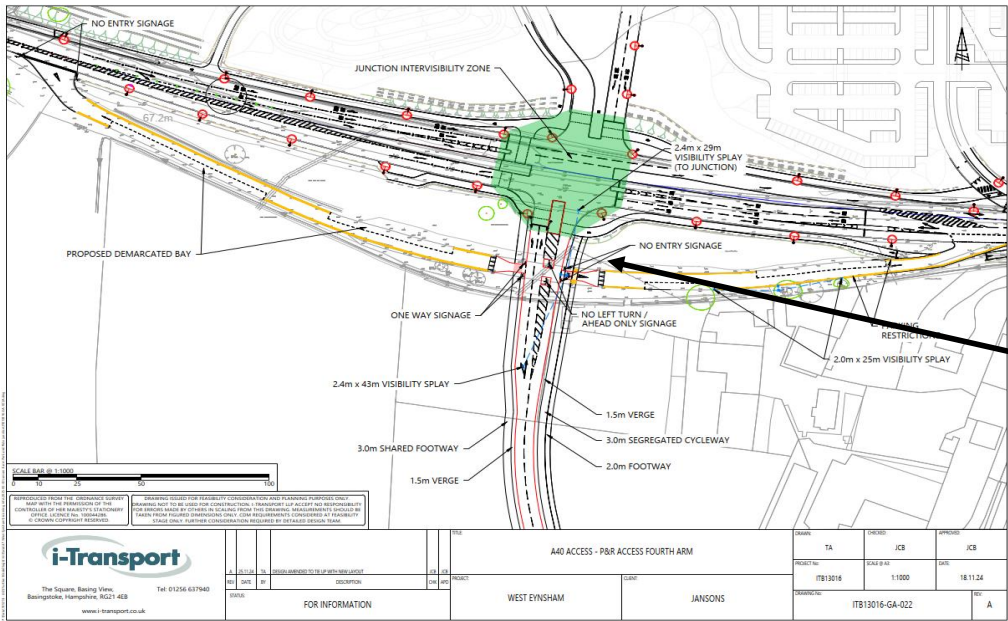
2	Major Benefit
1	Minor Benefit
0	Neutral
-1	Minor Disbenefit
-2	Major Disbenefit



Option C - Sensitivity

Objective	Sub-objective	Assessment Criteria	Score	Rationale for Scoring
Manage impacts on the wider highway network	Objective H1: Minimise adverse impacts on A40 journey times	1. VISSIM Model and Junction Modelling Results (comparison between scenarios, delay on A40 approaches).	2	LinSig model indicates that junctions will operate within capacity in all modelled scenarios (high capacity junction design at West Eynsham assumed - lower capacity junction design forecast to operate at or above capacity)
	Objective H2: Accommodate existing and forecast freight movements on A40	1. Need to reconfigure/relocate lorry parking/ layby areas.	-2	The eastbound layby will be relocated as part of this proposal, and the westbound layby will be cut in half by the bus-only arm into West Eynsham
		2. Allowance for safe and direct access to laybys from A40, minimising risk of rat running through laybys.	0	There is limited risk of vehicles rat-running to/from West Eynsham (assuming Bus-Only arm is properly enforced). However the close proximity of the westbound layby to the West Eynsham access junction may cause some safety issues associated with vehicles egressing the layby.
	Objective H3: Minimise impacts on A40 during construction	1. Scale of construction/opportunity to coordinate construction with other A40 works.	-1	Four arm crossroads layout of Park & Ride junction requires relatively large scale of construction. Significant works may be required to the westbound layby to address the level differences between the existing layby and the level of the proposed bus-only development access road crossing it. In addition the eastbound layby will be relocated and the westbound layby will be amended to facilitate the 4th bus-only arm which will further increase the scale of construction.
Objective	Sub-objective	Assessment Criteria	-1	
Encourage and enable safe, healthy and sustainable travel	Objective S1: Enable improved access to, and increased use of, public transport	1. Facilitates fast and reliable bus services, indicated by modelled total bus delay at A40 junctions, comparisons of modelled bus journey times.	2	LinSig model indicates that junctions will operate within capacity in all modelled scenarios (high capacity junction design at West Eynsham assumed - lower capacity junction design forecast to operate at or above capacity)
		2. Ability to prioritise bus movements on the A40 now and in the future, particularly into the Park & Ride site.	1	Signalised junctions provide the opportunity to incorporate bus priority signals in the future with bus-only arm providing opportunity to allow more time in the signal stages for bus movements accessing and egressing the Park & Ride site, which will have high level of bus movements.
		3. Link to Eynsham Park and Ride site.	2	Fourth 'bus-only' arm on Park & Ride junction linking to West Eynsham development provides good bus connectivity
		4. Links to existing and new bus stops on the A40.	1	New cyclist and pedestrian links provided to existing eastbound and westbound bus stops.
	Objective S2: Maximise permeability through the site for pedestrians and cyclists	1. Allowance for pedestrian and cycle route connectivity from A40 into the spine road.	1	Some provisions are included within this design to allow for active travel movements between the Spine Road and the A40. Active mode users on the bus-only arm of the Park & Ride junction will have to cross the layby when accessing and egressing West Eynsham.
		2. Allowance for connections north-south to the Salt Cross Garden Village and Science Park.	1	This Option Provides a staggered north-south connection for pedestrians and cyclists between Salt Cross Garden Village and West Eynsham. Active mode crossing provided at the signalised junction into Salt Cross Garden Village.
	Objective S3: Maintain and enhance safety for all highway users	3. Modelled delay to pedestrians at A40 junction.	N/A	Not assessed as part of the scoring of the longlist options.
Objective	Sub-objective	Assessment Criteria	2	Option includes the provision of three additional north-south active mode crossing of the A40
Protect and enhance the local environment	Objective E1: Protect the natural environmental and heritage assets of the West Eynsham SDA site	1. Impact on Floodplain.	1	Although both junctions are located outside of the modelled flood area, the junction layout causes the spine road to route closer to the modelled flood area
		2. Preserve current biodiversity and promote its expansion.	-1	Delivering both the crossroads and staggered crossroads junctions will require some land take, which could negatively impact the biodiversity of the area. In addition, delivering this option will require the relocation of the eastbound layby and the loss of trees screening the westbound layby (to accommodate the proposed cycle track) which could further negatively impact the biodiversity of the area.
Objective	Sub-objective	Assessment Criteria	0	
Support positive healthy placemaking	Objective P1: Creates an attractive and proportionate gateway into the Eynsham area and to the Eynsham strategic development site/s	1. Scale of junction / access arrangement footprint.	1	Option provides somewhat disjointed and separate accesses to new development areas and the Park & Ride site.
		2. Facilitates landscaping/ greening at A40 junctions and alongside A40.	1	Potential to introduce some landscaping and greening in the spaces around the junction and cycleway.
		3. Provision of space for pedestrians and cyclists.	2	Space for pedestrians and cyclists provided at West Eynsham access junction with the potential to incorporate a path for active modes along the southern side of the A40 linking to the Park & Ride site via a crossing at the Park & Ride site junction.
		4. Promotes personal security.	-1	Staggered and disparate junction layout will not promote personal security due to spread-out street level usage limiting natural surveillance.
	Objective P2: Enable delivery of comprehensive development	1. Positive relationship with the Garden Village Development.	1	Proposal provides connectivity to Salt Cross Garden Village, although not as direct as a crossroads layout. Active mode connectivity between Salt Cross Garden Village is provided via the Park & Ride site and bus-only arm.
		2. Positive relationship with Park and Ride site.	2	Direct access to the Park and Ride site from West Eynsham for pedestrians and cyclists via the bus-only arm at the Park & Ride junction.
Deliverable and viable to support housing delivery	Objective D1: Provides an access arrangement that unlocks housing	3. Extent to which option supports the comprehensive delivery of the West Eynsham SDA.	0	The higher cost associated with delivering this option may impact the ability for the developer to comprehensively deliver all proposed elements of the West Eynsham SDA (e.g. affordable housing, green and blue infrastructure, other community facilities etc...). Option is likely to more than the Option C - Core option.
		4. Potential high-level risks to delivery, considering land requirements (including the number of ownerships) for SDA highway infrastructure, flood risk issues, stakeholder concerns.	-2	This option requires the West Eynsham spine road to route through land with at least three different land owners/interested parties (which is more than Options B, C-Core and D-Core) creating risk and need for cooperation. In addition, there are stakeholder concerns around the options impact to the laybys and how they will be accessed.
Objective	Sub-objective	Assessment Criteria	-1	
Total			14	

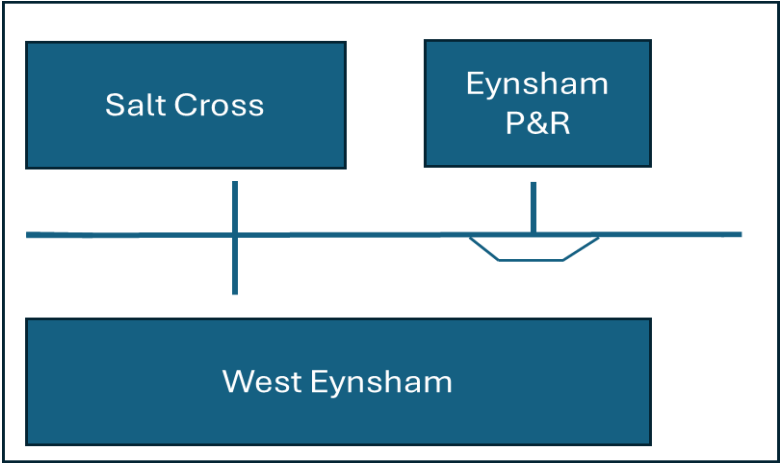
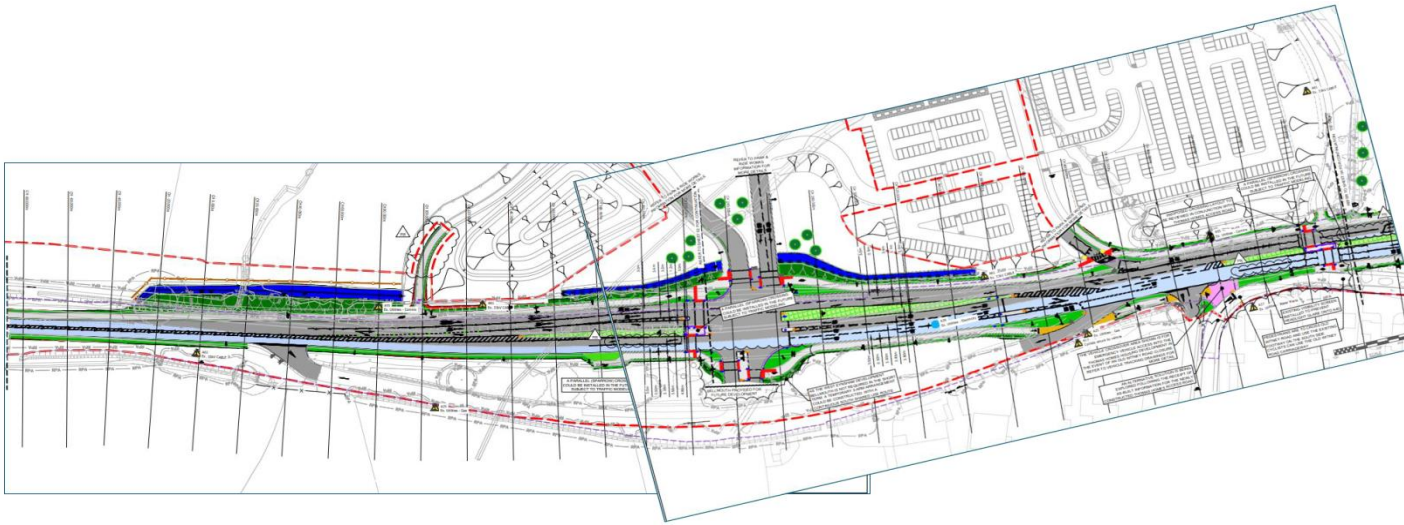
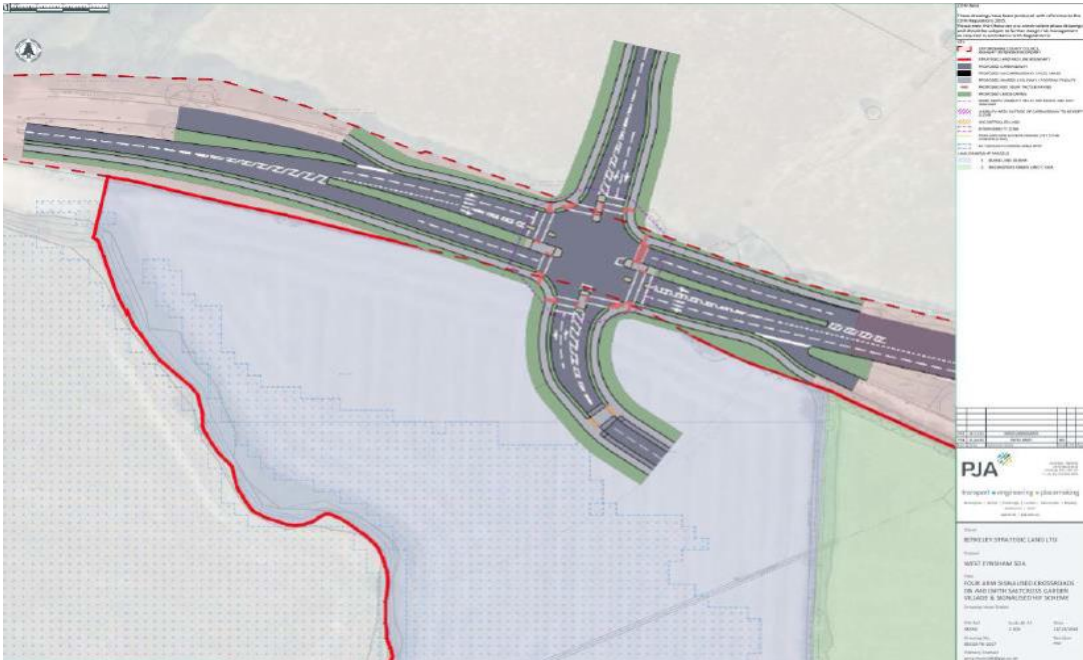
2	Major Benefit
1	Minor Benefit
0	Neutral
-1	Minor Disbenefit
-2	Major Disbenefit



Option D - Core

Objective	Sub-objective	Assessment Criteria	Score	Rationale for Scoring
Manage impacts on the wider highway network	Objective H1: Minimise adverse impacts on A40 journey times	1. VISSIM Model and Junction Modelling Results (comparison between scenarios, delay on A40 approaches).	1	VISSIM modelling indicates that all shortlisted options forecast to work within capacity in all modelled scenarios apart from in 2041 PM peak where downstream congestion blocks back through the junctions. The modelling forecasts slightly less delay on the A40 at the P&R and Salt Cross junctions in the A and B Sensitivity options than the C and D Core options, although overall network capacity is very similar across all shortlisted options.
	Objective H2: Accommodate existing and forecast freight movements on A40	1. Need to reconfigure/relocate lorry parking/ layby areas.	2	Both the eastbound and westbound laybys will be retained as part of this proposal
		2. Allowance for safe and direct access to laybys from A40, minimising risk of rat running through laybys.	0	Retains existing layby capacity in both directions. Although it is not possible to rat-run to/from West Eynsham development in this option, there is risk drivers will use the westbound layby to rat-run past the Park & Ride junction. In addition, the close proximity of the westbound layby to the West Eynsham access junction may cause some safety issues associated with vehicles egressing the layby.
	Objective H3: Minimise impacts on A40 during construction	1. Scale of construction/opportunity to coordinate construction with other A40 works.	2	Smaller scale of construction required as no need to amend or relocate existing layby locations to facilitate this proposed design, and there is no risk associated with constructing a large roundabout (like for Core Options A & B)
Objective	Sub-objective	Assessment Criteria	5	
Encourage and enable safe, healthy and sustainable travel	Objective S1: Enable improved access to, and increased use of, public transport	1. Facilitates fast and reliable bus services, indicated by modelled total bus delay at A40 junctions, comparisons of modelled bus journey times.	1	VISSIM modelling indicates that bus journey times across all shortlisted options are quite similar. Option A Sensitivity and Option C Core result in slightly quicker bus journey times for buses that route along the A40 (to the west of Eynsham) than Option B Sensitivity and Option D Core.
		2. Ability to prioritise bus movements on the A40 now and in the future, particularly into the Park & Ride site.	1	Signalised junctions provides the opportunity to incorporate bus priority signals in the future
		3. Link to Eynsham Park and Ride site.	1	Links to Park & Ride site staggered. Bus services operating between Salt Cross, Park & Ride and West Eynsham will need to use A40 for short stretch.
		4. Links to existing and new bus stops on the A40.	1	New cyclist and pedestrian links provided to existing eastbound and westbound bus stops.
	Objective S2: Maximise permeability through the site for pedestrians and cyclists	1. Allowance for pedestrian and cycle route connectivity from A40 into the spine road.	2	Some provisions are included within this design to allow for active travel movements between the Spine Road and the A40
		2. Allowance for connections north-south to the Salt Cross Garden Village and Science Park.	2	The cross roads will allow direct access to Salt Cross Garden Village and the Science Park for active travel road users
		3. Modelled delay to pedestrians at A40 junction.	2	Bespoke spreadsheet model which estimates the times that it would take for pedestrians to travel between Salt Cross Garden Village, the Eynsham Park and Ride site, and West Eynsham via the A40 (taking into account distances between the proposed access junctions to the site, modelled wait times at the crossing points and average walking speeds) estimates that it would take a pedestrian 2072 seconds to walk between the sites with Option D Core in place. This is less than the calculated time for Option A Sensitivity, Option B Sensitivity and Option C Core.
	Objective S3: Maintain and enhance safety for all highway users	1. Allowance for safe, segregated, attractive and accessible crossing points at A40 junctions.	2	Option includes the provision of three additional north-south active mode crossing of the A40
Objective	Sub-objective	Assessment Criteria	12	
Protect and enhance the local environment	Objective E1: Protect the natural environmental and heritage assets of the West Eynsham SDA site	1. Impact on Floodplain.	0	Although both junctions are located outside of the modelled flood area, the crossroads layout of the West Eynsham junction causes the spine road to route closer to the modelled flood area - closer than option C.
		2. Preserve current biodiversity and promote its expansion.	2	Smaller scale of construction required for option means less land take limiting impact on biodiversity as there will be no loss of trees/vegetation around the westbound and eastbound laybys as they are not required to be relocated as part of this option.
Objective	Sub-objective	Assessment Criteria	2	
Support positive healthy placemaking	Objective P1: Creates an attractive and proportionate gateway into the Eynsham area and to the Eynsham strategic development sites	1. Scale of junction / access arrangement footprint.	2	This option will provide a singular gateway junction access for both the Salt Cross and West Eynsham development sites.
		2. Facilitates landscaping/ greening at A40 junctions and alongside A40.	1	Potential to introduce some landscaping and greening in the spaces around the junctions and cycleway.
		3. Provision of space for pedestrians and cyclists.	2	Space for pedestrians and cyclists provided at West Eynsham access junction with the potential to incorporate a path for active modes along the southern side of the A40 linking to the Park & Ride site via a crossing at the Park & Ride site junction.
		4. Promotes personal security.	1	Signalised crossroad junction layout with active travel facilities will promote personal security through encouraging increased street-level usage, promoting natural surveillance.
	Objective P2: Enable delivery of comprehensive development	1. Positive relationship with the Garden Village Development.	2	Crossroads layout of West Eynsham junction provides direct access to Salt Cross Garden Village
		2. Positive relationship with Park and Ride site.	1	Proposal provides staggered connectivity to the Park and Ride site.
		3. Extent to which option supports the comprehensive delivery of the West Eynsham SDA.	2	The relatively lower costs associated with delivering this option (due to smaller scale of highway works required to accommodate the option and the fact that the option does not require amending either of the existing laybys) as well as the strong opportunity to share the cost of delivering the junction with the Salt Cross developer provides a better opportunity for the developer to comprehensively deliver all proposed elements of the West Eynsham SDA (e.g. affordable housing, green and blue infrastructure, other community facilities etc...).
Objective	Sub-objective	Assessment Criteria	11	
Deliverable and viable to support housing delivery	Objective D1: Provides an access arrangement that unlocks housing	1. Amount of housing development / land parcels unlocked / strategic development sites.	0	This option requires one junction to be built to unlock the housing that will be delivered as part of the West Eynsham and Salt Cross developments.
	Objective D2: Provides flexibility for phased delivery	2. Ability to bring forward access junction/s in a timely and phased way to support phased development.	1	A signalised crossroads junction layout at West Eynsham and Salt Cross offers less flexibility for phased development, although a single arm providing access to either of the developments could be built first but this would require joint working and agreement between the developers.
	Objective D3: Cost effective solution	3. Scale of Cost, opportunity to minimise and share delivery costs and coordinate delivery.	2	Lower cost associated with not impacting the existing laybys and there is an opportunity to cost share with Salt Cross development.
	Objective D4: Minimises risk to delivery of A40 access and housing delivery	4. Potential high-level risks to delivery, considering land requirements (including the number of ownerships) for SDA highway infrastructure, flood risk issues, stakeholder concerns.	-1	Some stakeholder concerns regarding flood risk issues and the required changes to Salt Cross access road alignment required to accommodate the signalised crossroads junction layout. There are also some stakeholder concerns regarding the ability for vehicles to turn right when egressing the layby.
Objective	Sub-objective	Assessment Criteria	2	
Total			32	

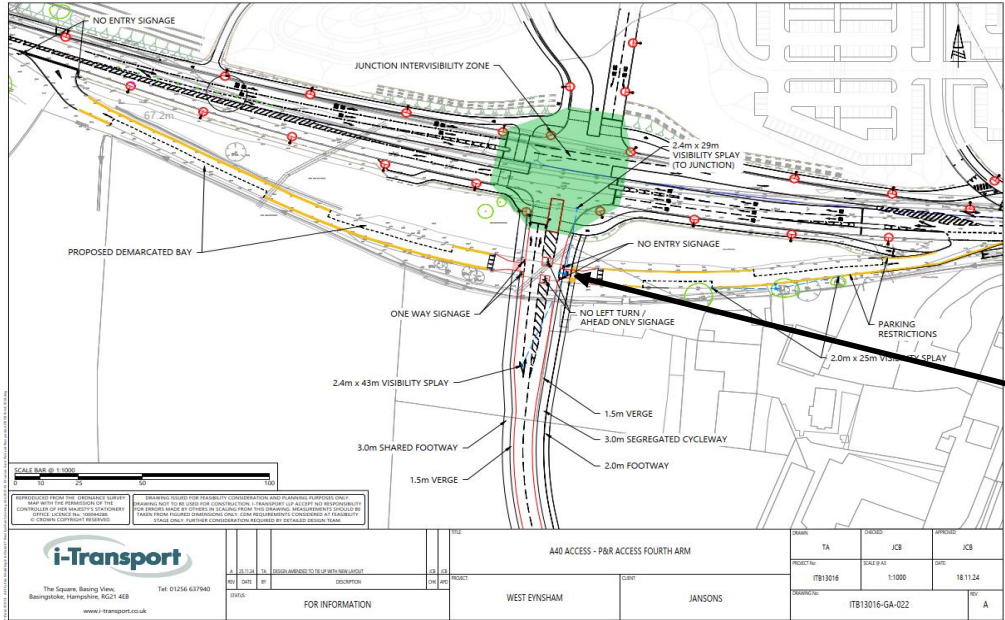
2	Major Benefit
1	Minor Benefit
0	Neutral
-1	Minor Disbenefit
-2	Major Disbenefit



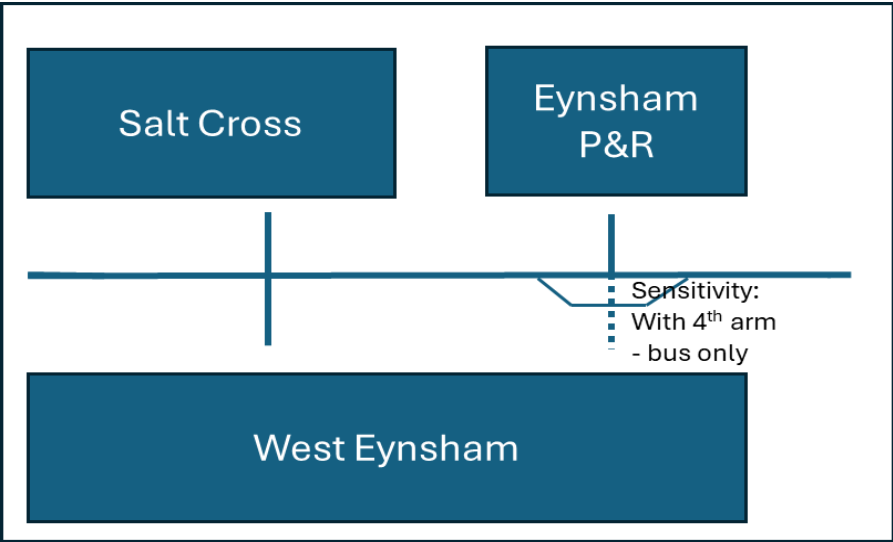
Option D - Sensitivity

Objective	Sub-objective	Assessment Criteria	Score	Rationale for Scoring
Manage impacts on the wider highway network	Objective H1: Minimise adverse impacts on A40 journey times	1. VISSIM Model and Junction Modelling Results (comparison between scenarios, delay on A40 approaches).	2	LinSig model indicates that junctions will operate within capacity in all modelled scenarios.
	Objective H2: Accommodate existing and forecast freight movements on A40	1. Need to reconfigure/relocate lorry parking/ layby areas.	-2	The eastbound layby will be retained but the fourth (bus only) arm at the proposed junction arrangement linking to the Park and Ride site will cut the westbound layby in half.
		2. Allowance for safe and direct access to laybys from A40, minimising risk of rat running through laybys.	1	There is limited risk of vehicles rat-running to/from West Eynsham (assuming Bus-Only arm is properly enforced). However, the close proximity of the westbound layby to the West Eynsham access junction may cause some safety issues associated with vehicles egressing the layby.
	Objective H3: Minimise impacts on A40 during construction	1. Scale of construction/opportunity to coordinate construction with other A40 works.	-1	Four arm crossroads layout of Park & Ride junction requires relatively large scale of construction. Significant works may be required to the westbound layby to address the level differences between the existing layby and the level of the proposed bus-only development access road crossing it. In addition the eastbound layby will be relocated and the westbound layby will be amended to facilitate the 4th bus-only arm which will further increase the scale of construction.
Objective	Sub-objective	Assessment Criteria	Score	Rationale for Scoring
Encourage and enable safe, healthy and sustainable travel	Objective S1: Enable improved access to, and increased use of, public transport	1. Facilitates fast and reliable bus services, indicated by modelled total bus delay at A40 junctions, comparisons of modelled bus journey times.	2	LinSig model indicates that junctions will operate within capacity in all modelled scenarios.
		2. Ability to prioritise bus movements on the A40 now and in the future, particularly into the Park & Ride site.	1	Signalised junctions provides the opportunity to incorporate bus priority signals in the future
		3. Link to Eynsham Park and Ride site.	2	Fourth 'bus-only' arm on Park & Ride junction linking to West Eynsham development provides good bus connectivity
		4. Links to existing and new bus stops on the A40.	1	New cyclist and pedestrian links provided to existing eastbound and westbound bus stops.
	Objective S2: Maximise permeability through the site for pedestrians and cyclists	1. Allowance for pedestrian and cycle route connectivity from A40 into the spine road.	1	Some provisions are included within this design to allow for active travel movements between the Spine Road and the A40. Active mode users on the bus-only arm of the Park & Ride junction will have to cross the layby when accessing and egressing West Eynsham.
		2. Allowance for connections north-south to the Salt Cross Garden Village and Science Park.	2	The cross roads will allow direct access to Salt Cross Garden Village and the Science Park for active travel road users
		3. Modelled delay to pedestrians at A40 junction.	N/A	Not assessed as part of the scoring of the longlist options.
	Objective S3: Maintain and enhance safety for all highway users	1. Allowance for safe, segregated, attractive and accessible crossing points at A40 junctions.	2	Option includes the provision of three additional north-south active mode crossing of the A40
Objective	Sub-objective	Assessment Criteria	Score	Rationale for Scoring
Protect and enhance the local environment	Objective E1: Protect the natural environmental and heritage assets of the West Eynsham SDA site	1. Impact on Floodplain.	0	Although both junctions are located outside of the modelled flood area, the crossroads layout of the West Eynsham junction causes the spine road to route closer to the modelled flood area - closer than option C.
		2. Preserve current biodiversity and promote its expansion.	-1	Option requires significant land take to accommodate the 4-arm junctions at Salt Cross and the P&R as well as alterations to the westbound layby which will result in a loss of trees and vegetation. However, the existing location of the eastbound layby is maintained as part of this option, meaning it will have less of a negative impact on existing biodiversity than other options which require the relocation of the eastbound layby.
Objective	Sub-objective	Assessment Criteria	Score	Rationale for Scoring
Support positive healthy placemaking	Objective P1: Creates an attractive and proportionate gateway into the Eynsham area and to the Eynsham strategic development site/s	1. Scale of junction / access arrangement footprint.	2	This option will provide a singular gateway junction access for both the Salt Cross and West Eynsham development sites.
		2. Facilitates landscaping/ greening at A40 junctions and alongside A40.	1	Potential to introduce some landscaping and greening in the spaces around the junctions and cycleway.
		3. Provision of space for pedestrians and cyclists.	2	Space for pedestrians and cyclists provided at West Eynsham access junction with the potential to incorporate a path for active modes along the southern side of the A40 linking to the Park & Ride site via a crossing at the Park & Ride site junction.
		4. Promotes personal security.	1	Signalised crossroad junction layout with active travel facilities will promote personal security through encouraging increased street-level usage, promoting natural surveillance.
	Objective P2: Enable delivery of comprehensive development	1. Positive relationship with the Garden Village Development.	2	Crossroads layout of West Eynsham junction provides direct access to Salt Cross Garden Village
		2. Positive relationship with Park and Ride site.	-1	West Eynsham access point is located quite far away from the Park and Ride access, creating indirect and staggered connectivity
		3. Extent to which option supports the comprehensive delivery of the West Eynsham SDA.	0	The higher cost associated with delivering this option may impact the ability for the developer to comprehensively deliver all proposed elements of the West Eynsham SDA (e.g. affordable housing, green and blue infrastructure, other community facilities etc...). Option is likely to more than the Option C - Core option.
Objective	Sub-objective	Assessment Criteria	Score	Rationale for Scoring
Deliverable and viable to support housing delivery	Objective D1: Provides an access arrangement that unlocks housing	1. Amount of housing development / land parcels unlocked / strategic development sites.	0	This option requires one junction to be built to unlock the housing that will be delivered as part of the West Eynsham and Salt Cross developments.
	Objective D2: Provides flexibility for phased delivery	2. Ability to bring forward access junction/s in a timely and phased way to support phased development.	1	A signalised crossroads junction layout at West Eynsham and Salt Cross offers less flexibility for phased development, although a single arm providing access to either of the developments could be built first but this would require joint working and agreement between the developers.
	Objective D3: Cost effective solution	3. Scale of Cost, opportunity to minimise and share delivery costs and coordinate delivery.	-1	Opportunity to cost share delivery of West Eynsham junction with Salt Cross however a crossroads layout is more costly than a staggered junction arrangement and will require alterations to the existing westbound layby which will increase cost. The additional bus only link at the Park & Ride junction will also increase cost and make delivery coordination more complex.
	Objective D4: Minimises risk to delivery of A40 access and housing delivery	4. Potential high-level risks to delivery, considering land requirements (including the number of ownerships) for SDA highway infrastructure, flood risk issues, stakeholder concerns.	-1	Some stakeholder concerns regarding flood risk issues and the required changes to Salt Cross access road alignment required to accommodate the signalised crossroads junction layout. In addition, there are some stakeholder concerns relating to the high cost of the bus-only link and the loss of westbound layby capacity associated with delivering the bus-only link.
Objective	Sub-objective	Assessment Criteria	Score	Rationale for Scoring
Total			-1	
			16	

2	Major Benefit
1	Minor Benefit
0	Neutral
-1	Minor Disbenefit
-2	Major Disbenefit



BUS ONLY



Revised HIF2 Baseline – all illustrative & indicative

Active travel infrastructure

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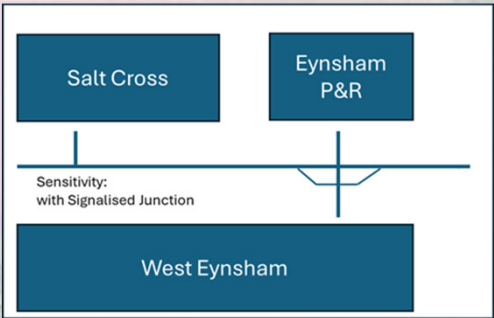
- A40 current
- A40 layby current
- HIF2 Bus lane
- HIF2 delivered P&R access
- New development access road links off A40
- Relocated layby, developer delivered
- A40 current pathway
- HIF2 delivered pathway & crossings
- Proposed developer pathways & crossings

EB layby - relocation by the developer

Salt Cross

Eynsham P&R / Mobility Hub

WB layby - reconfiguration by developer

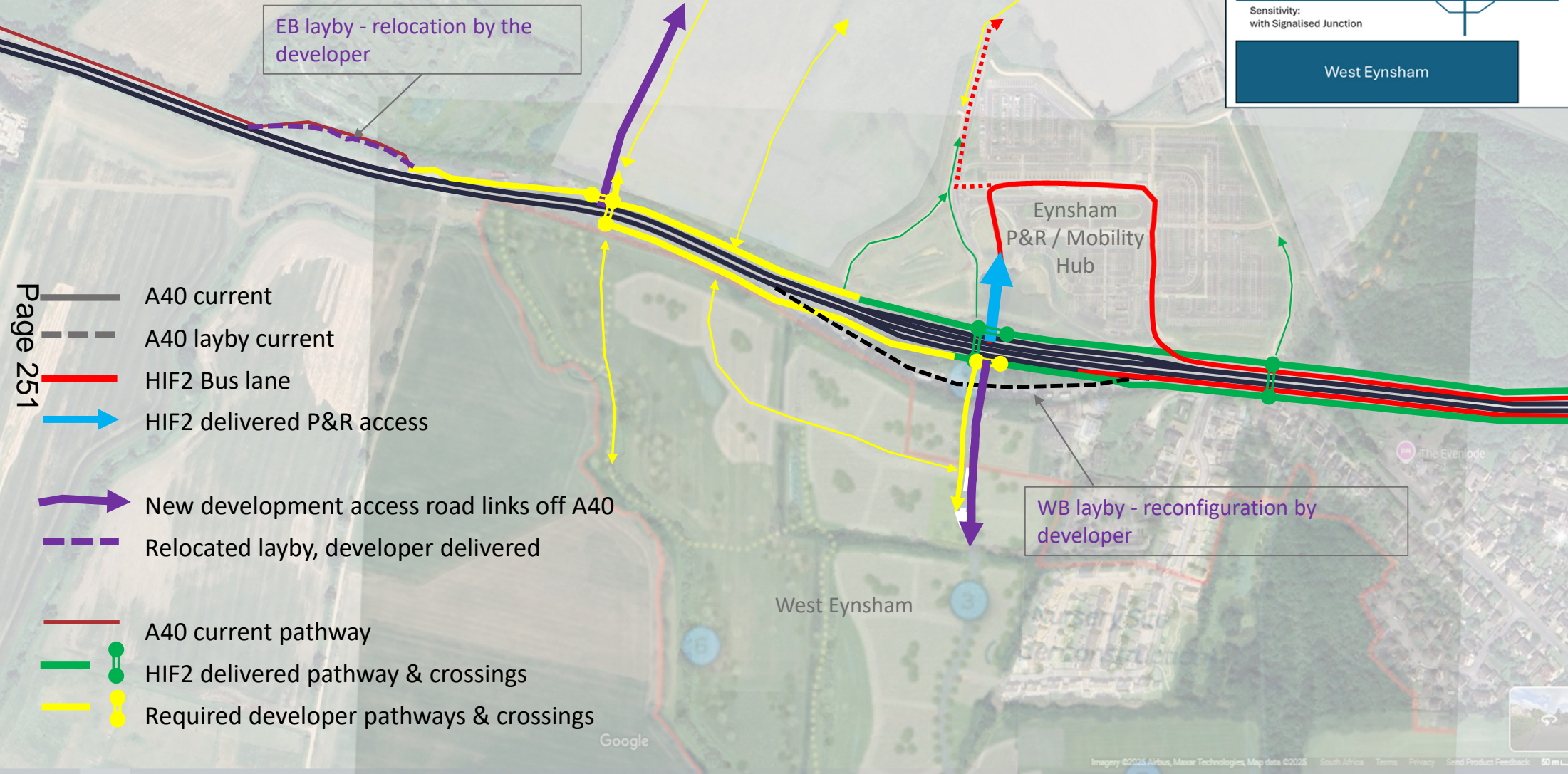


West Eynsham

Google

Option A (sensitivity) – illustrative & indicative Active travel infrastructure

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Option A (sensitivity) – illustrative & indicative A40 highway carriageway

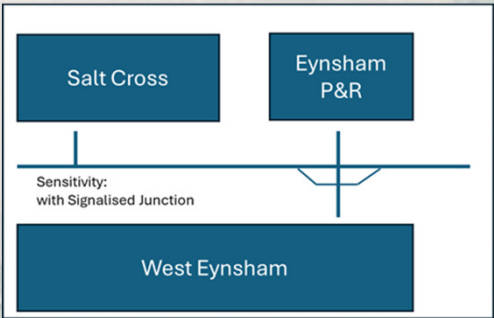
Page 252

- A40 additional highway, developer delivered
- A40 current
- A40 layby current
- HIF2 Bus lane
- HIF2 delivered P&R access
- New development access road links off A40
- Relocated layby, developer delivered
- HIF2 delivered crossings
- Required developer crossings

EB layby - relocation by the developer

Eynsham P&R / Mobility Hub

WB layby - reconfiguration by developer



Google

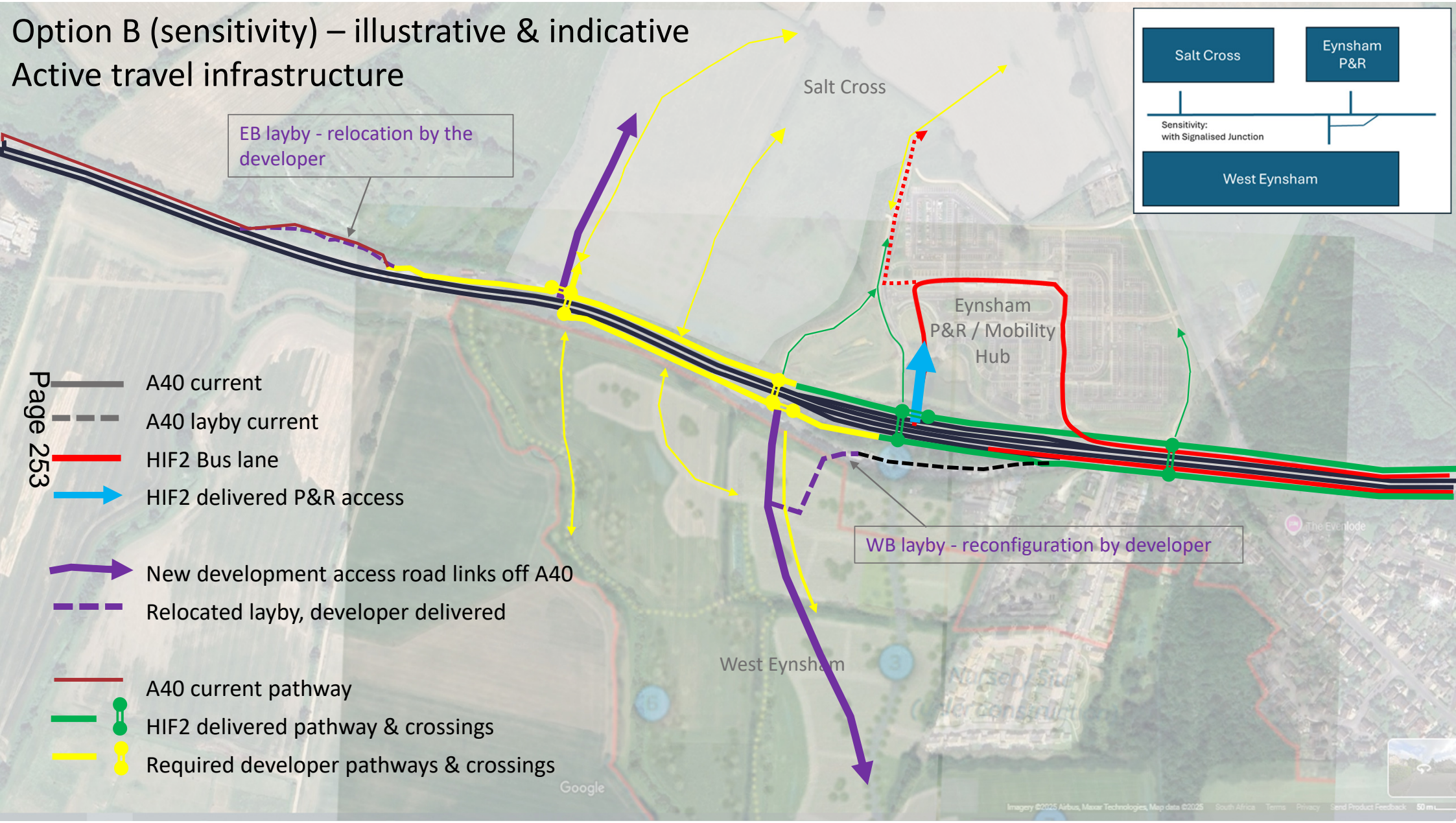
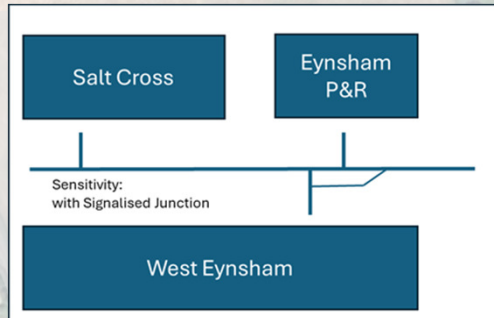
Option B (sensitivity) – illustrative & indicative Active travel infrastructure

Page 253

- A40 current
- A40 layby current
- HIF2 Bus lane
- HIF2 delivered P&R access
- New development access road links off A40
- Relocated layby, developer delivered
- A40 current pathway
- HIF2 delivered pathway & crossings
- Required developer pathways & crossings

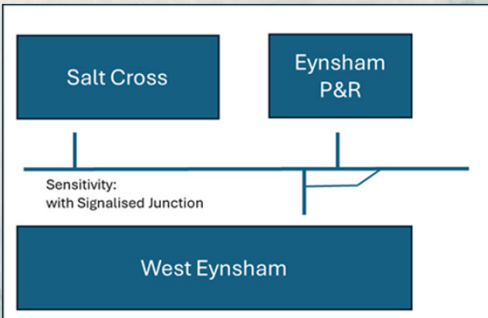
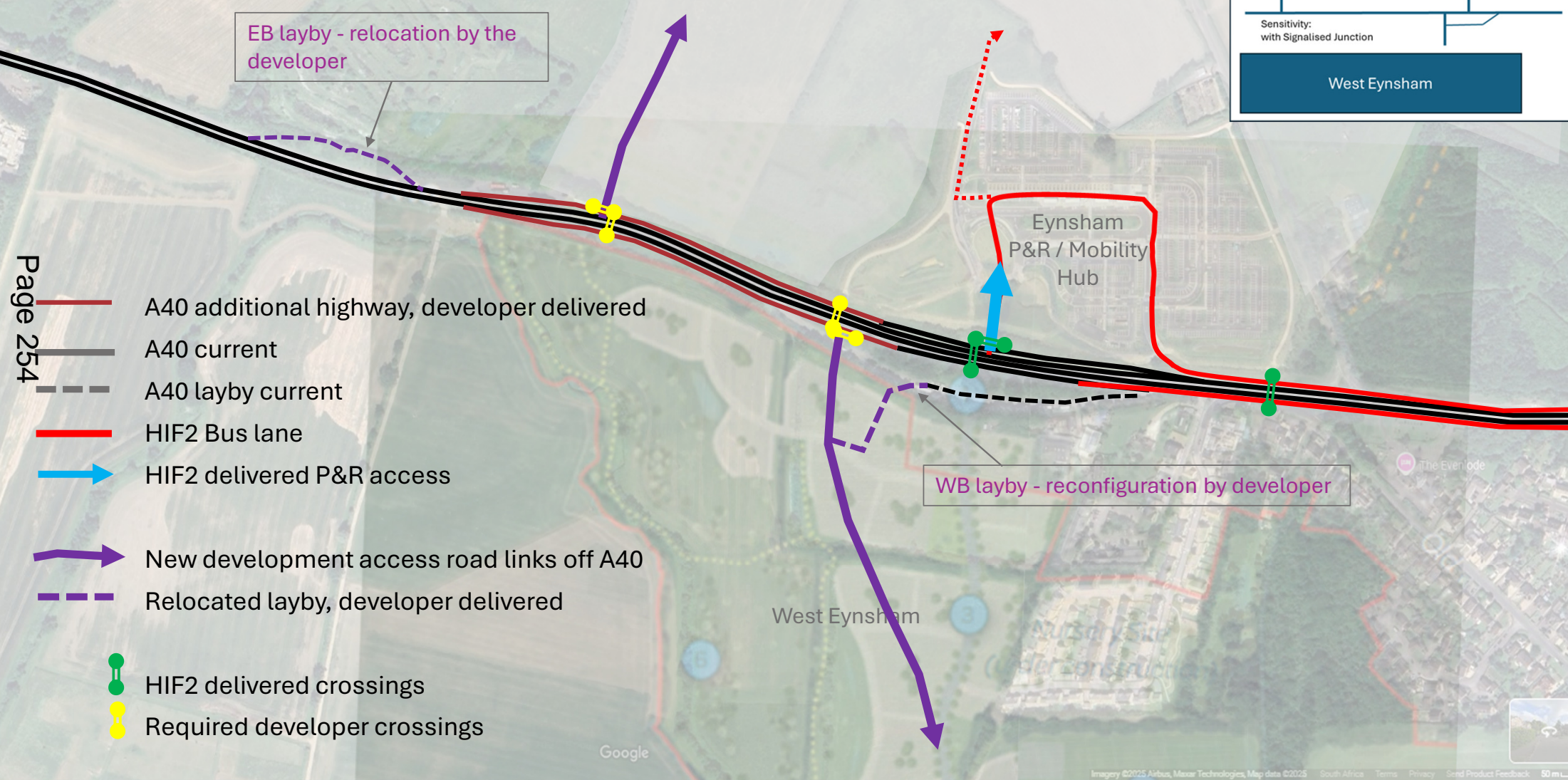
EB layby - relocation by the developer

WB layby - reconfiguration by developer



Option B (sensitivity) – illustrative & indicative A40 highway carriageway

Page 254



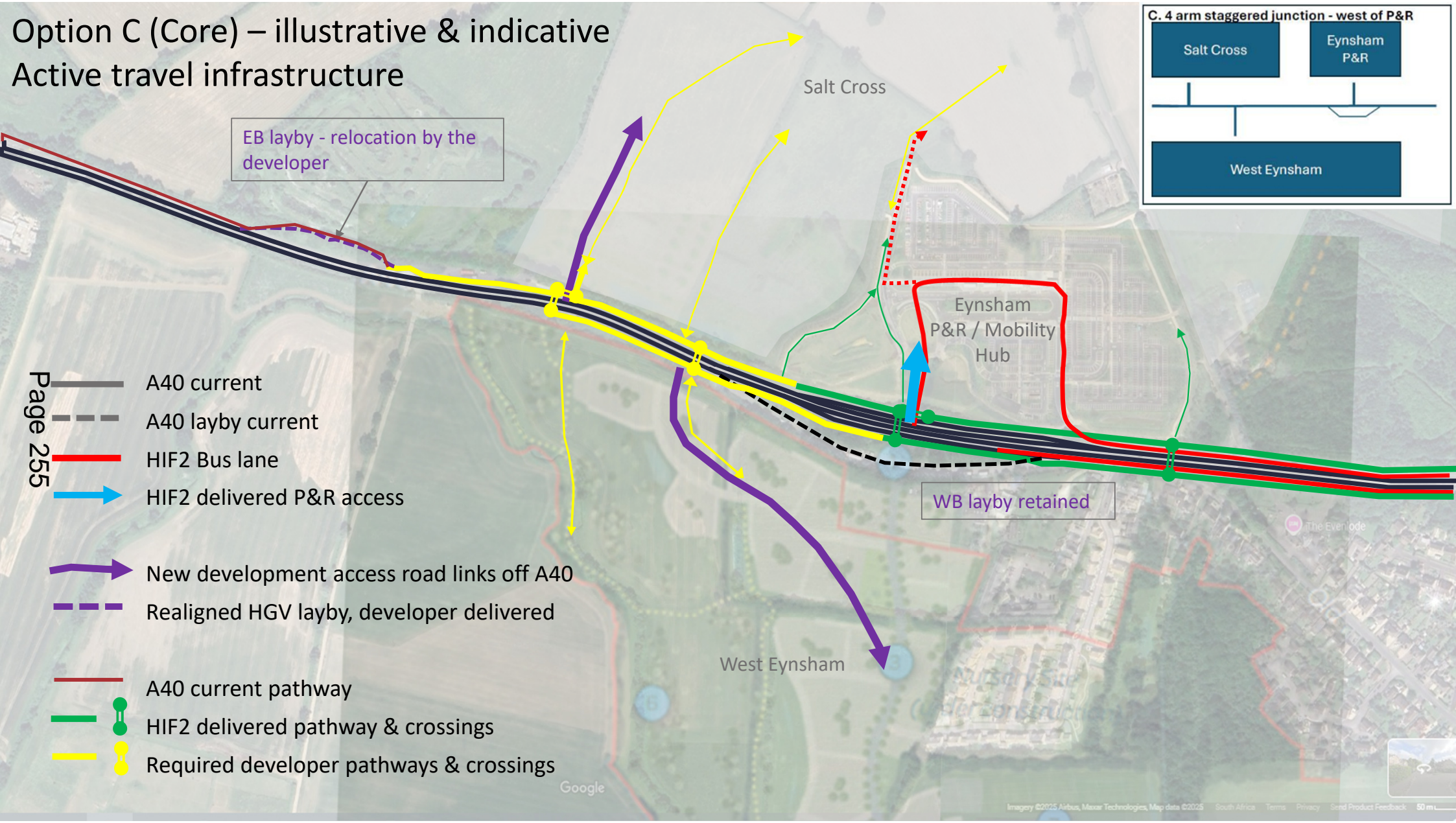
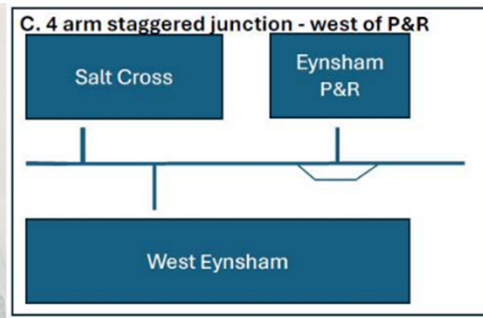
Option C (Core) – illustrative & indicative Active travel infrastructure

Page 255

- A40 current
- A40 layby current
- HIF2 Bus lane
- HIF2 delivered P&R access
- New development access road links off A40
- Realigned HGV layby, developer delivered
- A40 current pathway
- HIF2 delivered pathway & crossings
- Required developer pathways & crossings

EB layby - relocation by the developer

WB layby retained



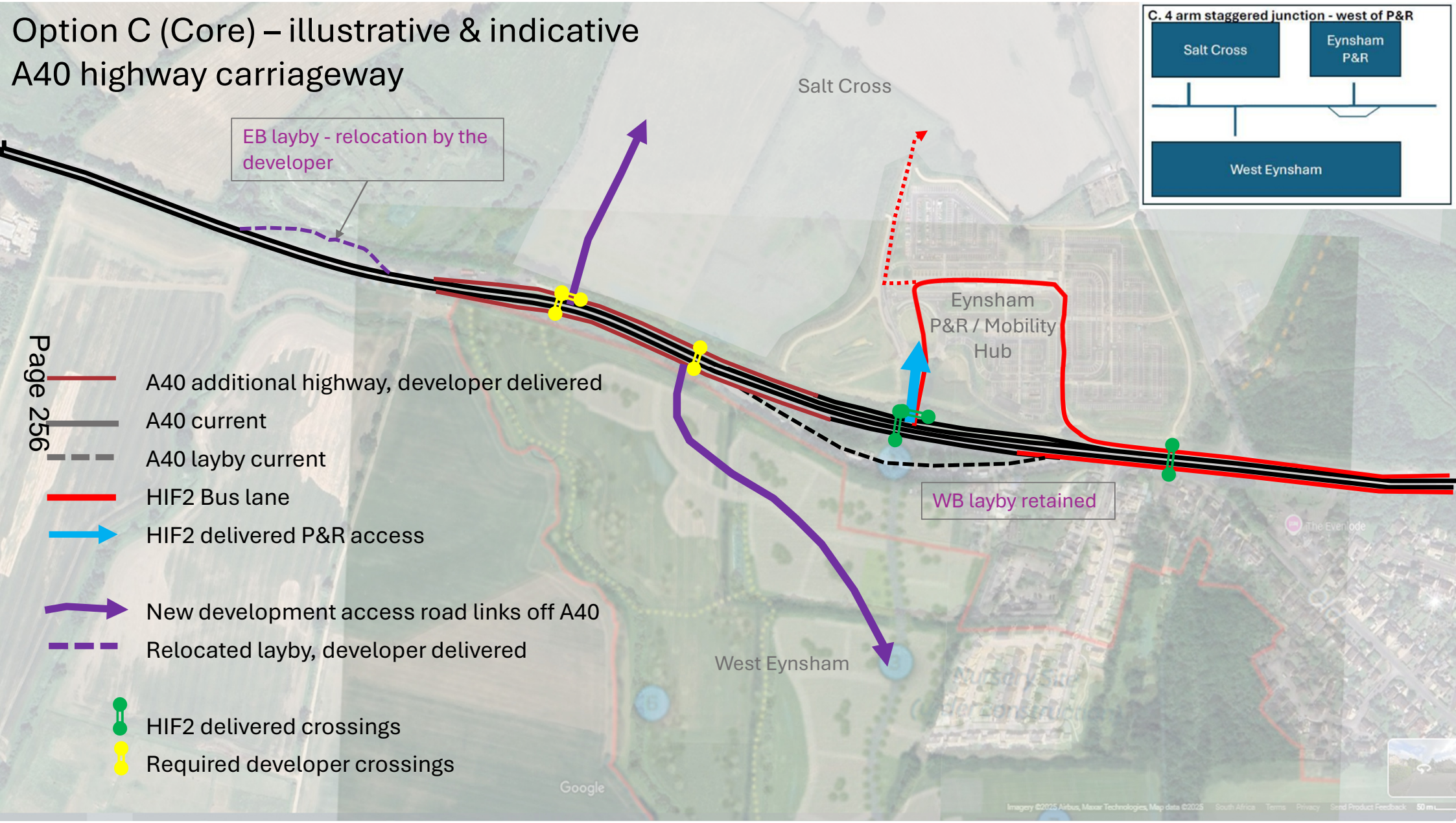
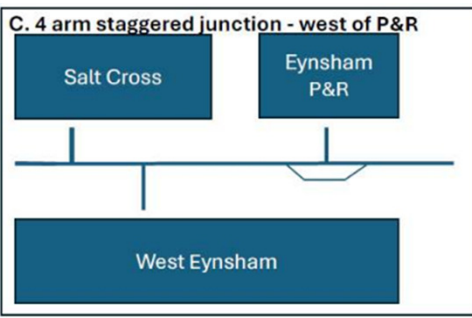
Option C (Core) – illustrative & indicative A40 highway carriageway

Page 256

- A40 additional highway, developer delivered
- A40 current
- A40 layby current
- HIF2 Bus lane
- HIF2 delivered P&R access
- New development access road links off A40
- Relocated layby, developer delivered
- HIF2 delivered crossings
- Required developer crossings

EB layby - relocation by the developer

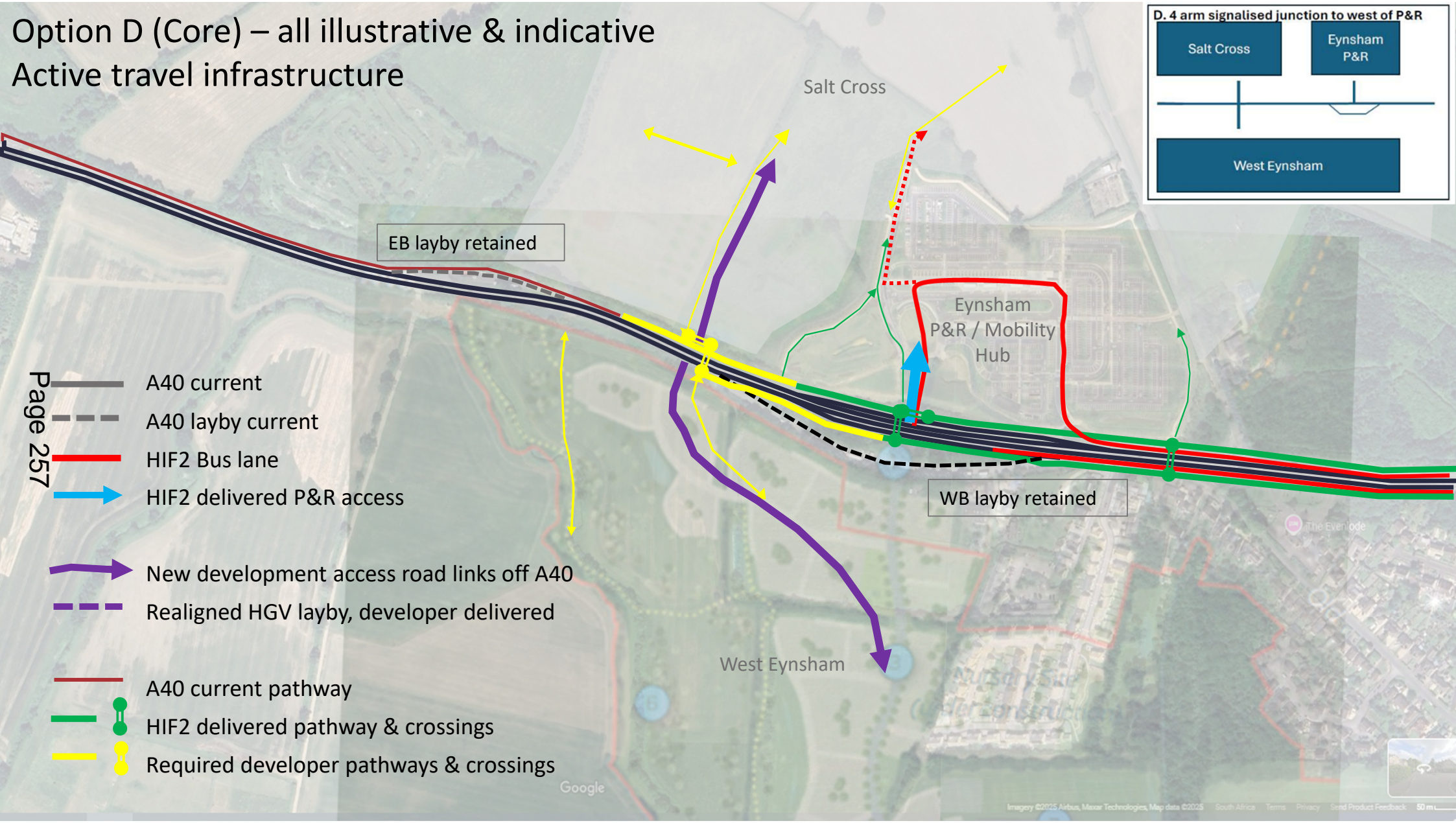
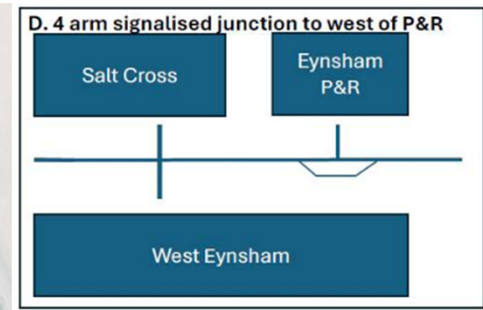
WB layby retained



Option D (Core) – all illustrative & indicative
Active travel infrastructure

Page 257

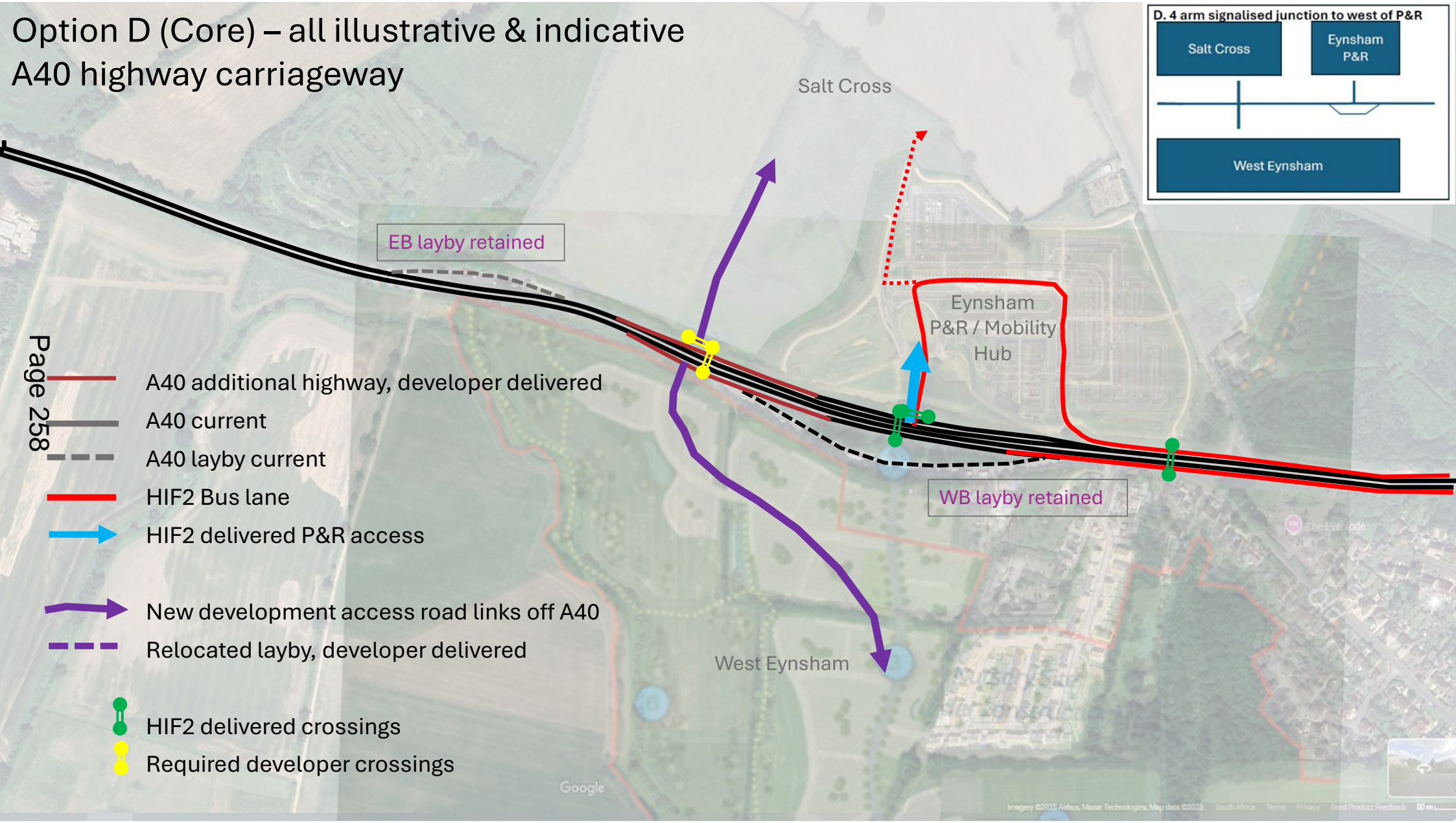
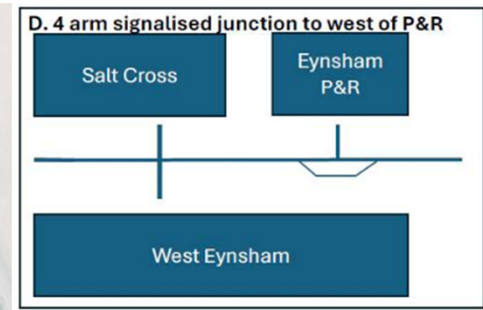
- A40 current
- A40 layby current
- HIF2 Bus lane
- HIF2 delivered P&R access
- New development access road links off A40
- Realigned HGV layby, developer delivered
- A40 current pathway
- HIF2 delivered pathway & crossings
- Required developer pathways & crossings



Option D (Core) – all illustrative & indicative A40 highway carriageway

Page 258

- A40 additional highway, developer delivered
- A40 current
- A40 layby current
- HIF2 Bus lane
- HIF2 delivered P&R access
- New development access road links off A40
- Relocated layby, developer delivered
- HIF2 delivered crossings
- Required developer crossings



West Eynsham and Salt Cross A40 Development Access Option Appraisal

Contents

1. Purpose
2. Background/Previous Work
3. Options Assessed
4. Assessment Framework
5. Initial Traffic Modelling Findings – LinSig
6. Initial Scoring/Shortlisting
7. Overall Traffic Modelling Findings – VISSIM
8. Option A - Overview
9. Option B - Overview
10. Option C - Overview
11. Option D - Overview
12. Summary of Option Scores
13. Conclusions, Next Steps and Draft Report

Purpose

- Outline the methodology undertaken to assess the different A40 Development Access Options.
- Summarise the results of this option assessment.
- Capture feedback on the assessment methodology and results.
- Set out how the results of the assessment will inform the development going forward.



Background/Previous Work

- OCC & WODC appointed Pell Frischmann to undertake an option assessment reviewing, assessing and recommending a preferred access arrangement from the A40 to development at West Eynsham (and Salt Cross)

A previous piece of work undertaken by WYG in 2020 considered A40 access options along with a range of internal access configurations at West Eynsham.

This current assessment builds on the work undertaken in 2020 - assessing several A40 access options more recently put forward by the developer interests at West Eynsham.

- These latest options have all been developed in the context of the change in scope of the HIF2 scheme e.g. removal of the proposed dualling of the A40 between the Park & Ride Site and Witney and retention of the WB layby at Eynsham.

West Eynsham Strategic Development Area – Access Strategy



West Eynsham SDA Access Strategy

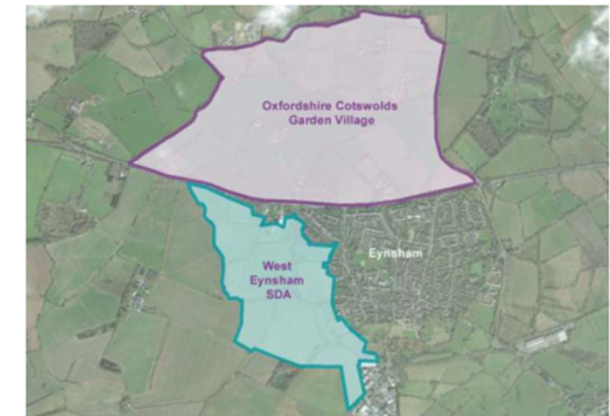
Final Report

A117736-01

West Oxfordshire District Council

September 2020

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RT117736-01
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Current HIF2 Baseline (Core 'Do Something') – illustrative & indicative Active travel infrastructure

Page 263

- A40 current
- A40 layby current
- HIF2 Bus lane
- HIF2 delivered P&R access
- New development access road links off A40
- Relocated layby, developer delivered
- A40 current pathway
- HIF2 delivered pathway & crossings
- Proposed developer pathways & crossings

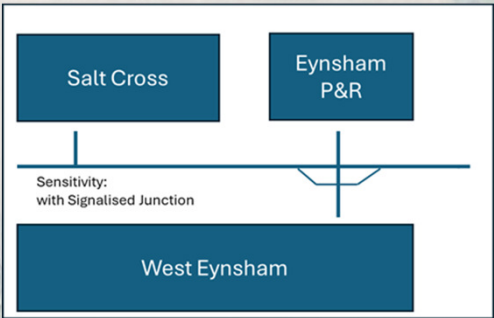
EB layby - relocation by the developer

Salt Cross

Eynsham P&R / Mobility Hub

WB layby – requires reconfiguration or relocation by developer

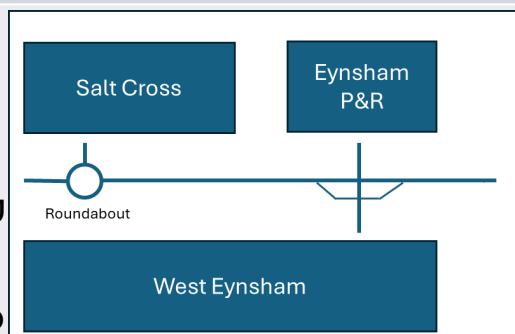
West Eynsham



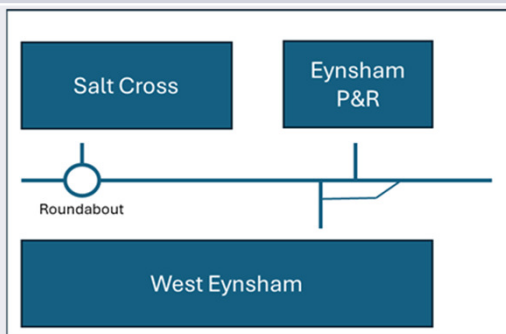
Google

Options Assessed

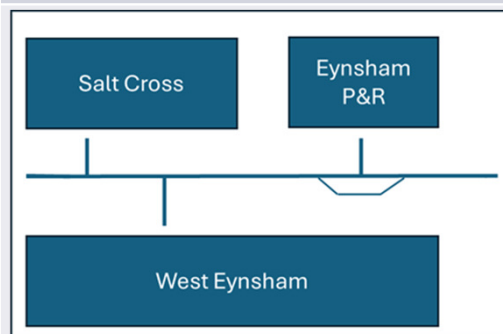
Option A1 - Core



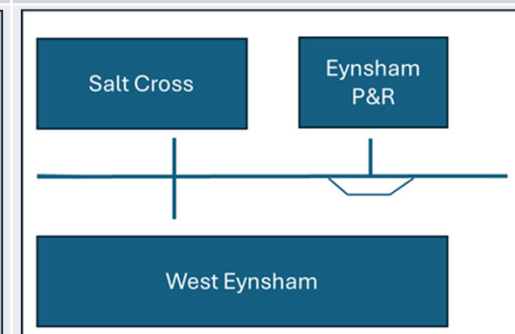
Option B1 - Core



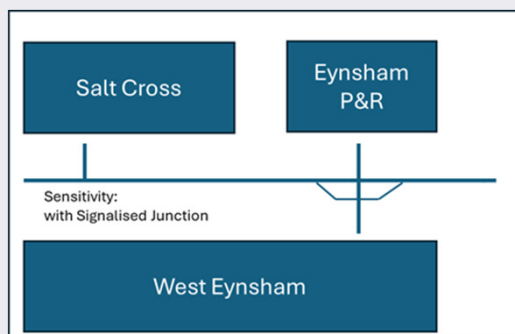
Option C1 - Core



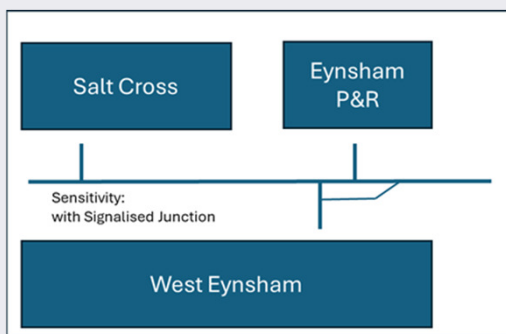
Option D1 - Core



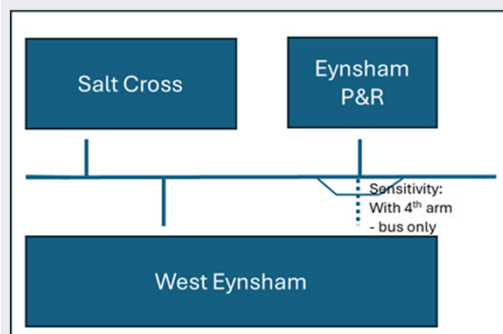
Option A2 - Sensitivity



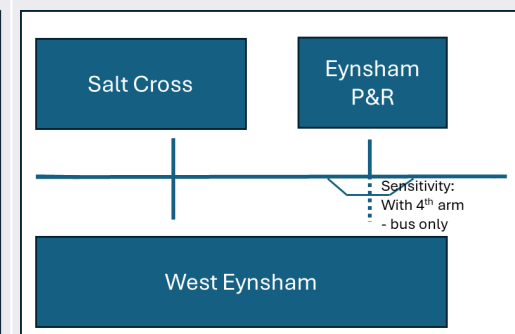
Option B2 - Sensitivity



Option C2 - Sensitivity



Option D2 - Sensitivity



Options Assessment Framework

Objective	Sub-objective	Assessment Criteria
Manage impacts on the wider highway network	Objective H1: Minimise adverse impacts on A40 journey times	1. VISSIM Model and Junction Modelling Results (comparison between scenarios, delay on A40 approaches).
	Objective H2: Accommodate existing and forecast freight movements on A40	1. Need to relocate lorry parking/ layby areas. 2. Allowance for safe and direct access to laybys from A40, minimising risk of rat running through laybys.
	Objective H3: Minimise impacts on A40 during construction	1. Scale of construction/opportunity to coordinate construction with other A40 works.

Objective	Sub-objective	Assessment Criteria
Encourage and enable safe, healthy and sustainable travel	Objective S1: Enable improved access to, and increased use of, public transport	1. Facilitates fast and reliable bus services, indicated by modelled total bus delay at A40 junctions, comparisons of modelled bus journey times.
		2. Ability to prioritise bus movements on the A40 now and in the future, particularly into the P&R site.
		3. Link to Eynsham Park and Ride site.
	Objective S2: Maximise permeability through the site for pedestrians and cyclists	4. Links to existing and new bus stops on the A40.
		1. Allowance for pedestrian and cycle route connectivity from A40 into the spine road.
		2. Allowance for connections north-south to the Salt Cross Garden Village and Science Park.
	Objective S3: Maintain and enhance safety for all highway users	3. Modelled delay to pedestrians at A40 junction.
		1. Allowance for safe, segregated, attractive and accessible crossing points at A40 junctions.

Objective	Sub-objective	Assessment Criteria
Protect and enhance the local environment	Objective E1: Protect the natural environmental and heritage assets of the West Eynsham SDA site	1. Impact on Floodplain. 2. Preserve current biodiversity and promote its expansion.

Objective	Sub-objective	Assessment Criteria
Support positive healthy placemaking	Objective P1: Creates an attractive and proportionate gateway into the Eynsham area and to the Eynsham strategic development site/s	1. Scale of junction / access arrangement footprint. 2. Facilitates landscaping/ greening at A40 junctions and alongside A40. 3. Provision of space for pedestrians and cyclists. 4. Promotes personal security.
	Objective P2: Enable delivery of comprehensive development	1. Positive relationship with the Garden Village Development. 2. Positive relationship with Park and Ride site. 3. Extent to which option supports the comprehensive delivery of the West Eynsham SDA.

Objective	Sub-objective	Assessment Criteria
Deliverable and viable to support housing delivery	Objective D1: Provides an access arrangement that unlocks housing	1. Amount of housing development / land parcels unlocked / strategic development sites.
	Objective D2: Provides flexibility for phased delivery	2. Ability to bring forward access junction/s in a timely and phased way to support phased development.
	Objective D3: Cost effective solution	3. Scale of Cost, opportunity to minimise and share delivery costs and coordinate delivery.
	Objective D4: Minimises risk to delivery of A40 access and housing delivery	4. Potential high-level risks to delivery, considering land requirements (including the number of ownerships) for SDA highway infrastructure, flood risk issues, stakeholder concerns.

Initial Traffic Modelling Findings - LinSig

Approach

- Model all options in LinSig with the results informing the scores for Objectives H1.1 and S1.1 in the initial scoring.
- Use results of initial scoring to identify core or sensitivity option to progress to the shortlist appraisal

Summary of Findings

All options work within capacity (except Option C low-capacity variant).

- Options A and B sensitivity test has more delay than the core scenario, due to the signalisation of Salt Cross.
- Options C and D sensitivity tests work slightly better than the core scenarios (in terms of PRC). They accommodate 3 buses per hour in each direction along the Bus Only link into West Eynsham. However, they are worse in terms of overall delay.

Initial Scoring/Shortlisting

Option A1 - Core	Option B1 - Core	Option C1 - Core	Option D1 - Core
<p>NOT SHORTLISTED</p>	<p>NOT SHORTLISTED</p>		
Option A2 - Sensitivity	Option B2 - Sensitivity	Option C2 - Sensitivity	Option D2 - Sensitivity
<p>Sensitivity: with Signalised Junction</p>	<p>Sensitivity: with Signalised Junction</p>	<p>NOT SHORTLISTED</p>	<p>NOT SHORTLISTED</p>

Overall Traffic Modelling Findings – LinSig and VISSIM

- In both the LinSig and VISSIM model assessment there is no Option that is clearly better than the others in terms of capacity performance with all showing similar performance overall.
- All options operate within capacity (except for 2041 PM where some downstream congestion impacts on the operation of the two proposed junctions).
- Modelled bus journey times across all options are quite similar, although Option A Sensitivity and Option C Core result in slightly quicker bus journey times for buses that route along the A40 (to the west of Eynsham).
- The results from the modelling were fed into the overall assessment scoring, considering all the assessment criteria.

Option A (sensitivity) – all illustrative & indicative

Active travel infrastructure

Page 269

- A40 current
- A40 layby current
- HIF2 Bus lane
- HIF2 delivered P&R access
- New development access road links off A40
- Relocated layby, developer delivered
- A40 current pathway
- HIF2 delivered pathway & crossings
- Required developer pathways & crossings

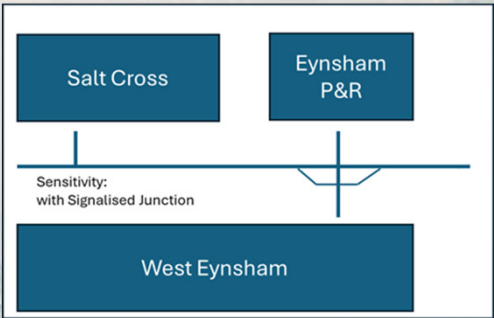
EB layby - relocation by the developer

Salt Cross

Eynsham P&R / Mobility Hub

WB layby - reconfiguration by developer

West Eynsham



Google

Option A (sensitivity) – all illustrative & indicative A40 highway carriageway

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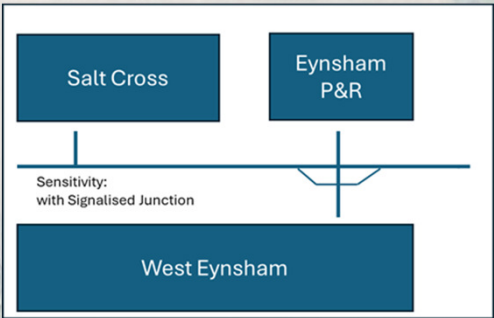
- A40 additional highway, developer delivered
- A40 current
- A40 layby current
- HIF2 Bus lane
- HIF2 delivered P&R access
- New development access road links off A40
- Relocated layby, developer delivered
- HIF2 delivered crossings
- Required developer crossings

EB layby - relocation by the developer



Eynsham P&R / Mobility Hub

WB layby - reconfiguration by developer



Google

Option A2 - Sensitivity

Strengths/Opportunities

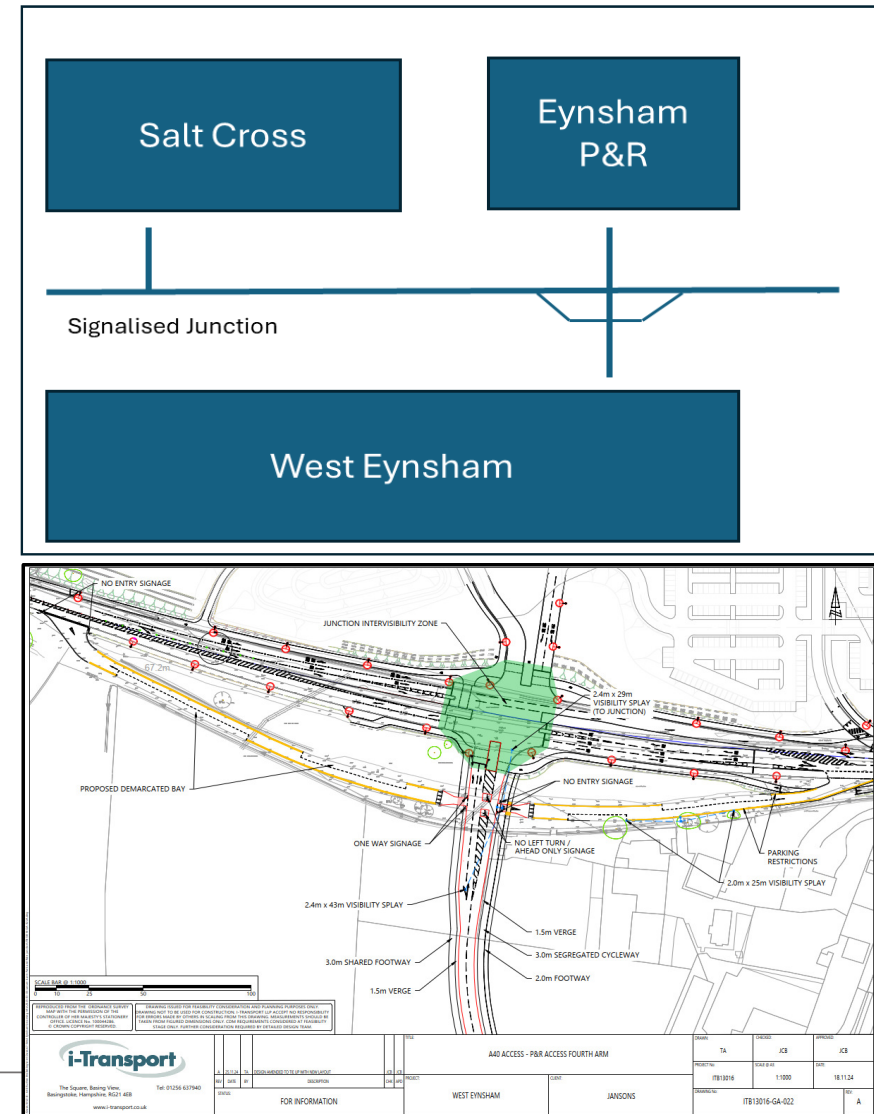
- Direct connectivity/Positive relationship between West Eynsham and P&R/Mobility Hub for buses, pedestrians & cyclists
- Provision of safe and segregated crossings of A40 for active travel

Weaknesses

- Poor placemaking – development access through layby
- Connectivity / Relationship with Salt Cross not as strong as other options
- Placemaking - no single development 'gateway' to West Eynsham and Salt Cross
- Severs layby / Conflict between layby traffic and SDA access
- Fourth arm reduces ability to provide future bus priority at P&R junction
- Less cost sharing opportunity with Salt Cross

Risks

- Rat running through layby for West Eynsham Access and to avoid P&R junction
- Impact on layby users/stakeholder concerns
- Delivery of A40 access and spine road routes through multiple (at least 3) land interests

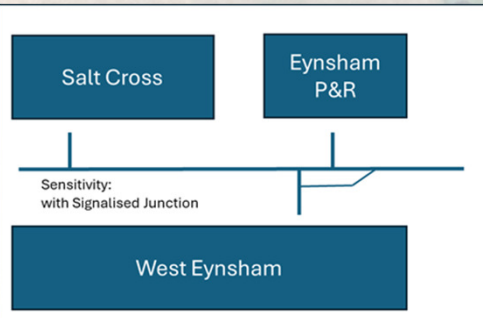


Option B (sensitivity) – all illustrative & indicative Active travel infrastructure

Page 272

EB layby - relocation by the developer

Salt Cross



- A40 current
- A40 layby current
- HIF2 Bus lane
- HIF2 delivered P&R access

- New development access road links off A40
- Relocated layby, developer delivered

- A40 current pathway
- HIF2 delivered pathway & crossings
- Required developer pathways & crossings

Eynsham P&R / Mobility Hub

WB layby - reconfiguration by developer

West Eynsham

Google

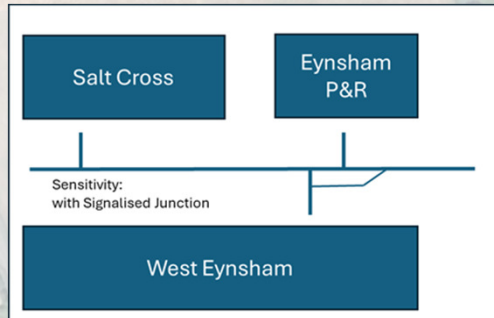
Option B (sensitivity) – all illustrative & indicative A40 highway carriageway

Page 273

- A40 additional highway, developer delivered
- A40 current
- A40 layby current
- HIF2 Bus lane
- HIF2 delivered P&R access
- New development access road links off A40
- Relocated layby, developer delivered
- HIF2 delivered crossings
- Required developer crossings

EB layby - relocation by the developer

WB layby - reconfiguration by developer



Eynsham P&R / Mobility Hub

Google

Option B2 - Sensitivity

Strengths/Opportunities

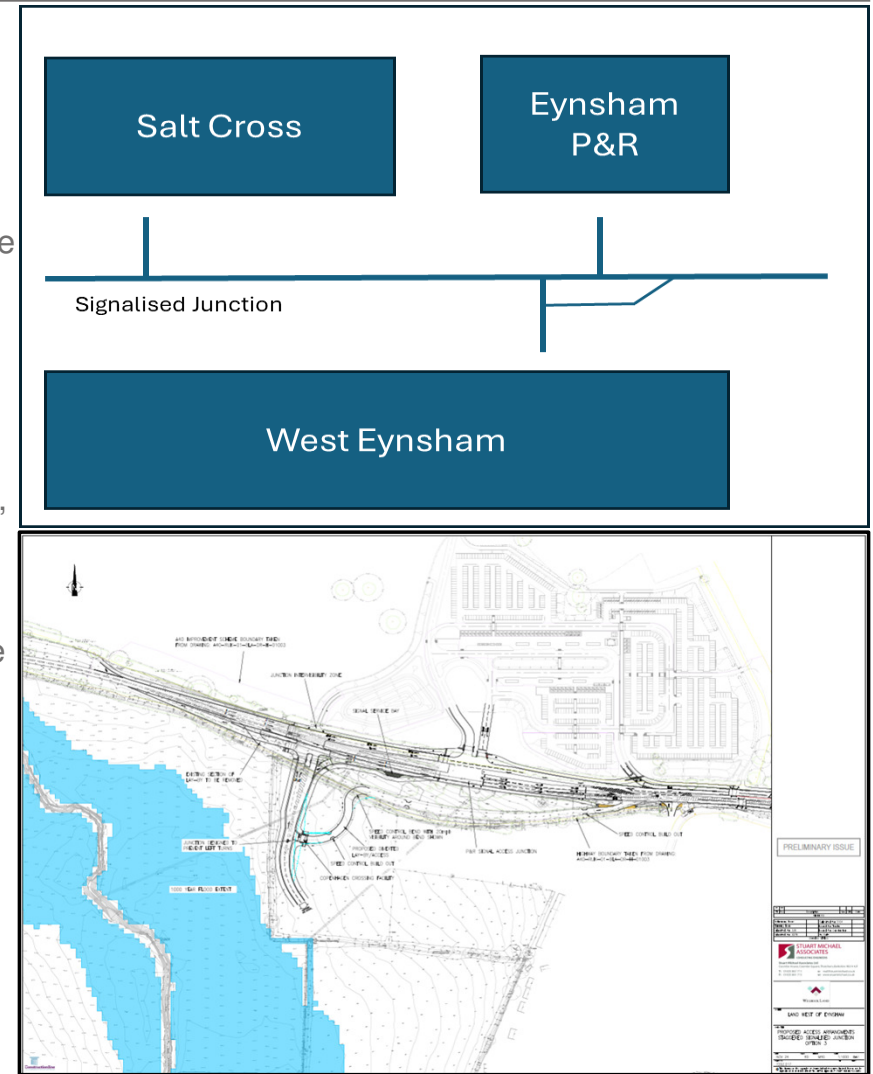
- Staggered junction layout better allows for phased delivery of developments
- This design incorporates safe crossing points of the A40 to support north-south active travel movements

Weaknesses

- Poor placemaking – multiple A40 accesses plus P&R junction - no single development 'gateway'
- Staggered and disparate junction arrangement limits the level of natural surveillance, negatively impacting perceived level of safety for active travel road users
- Severs layby / Conflict between layby traffic and SDA access
- Will result in a loss of trees around the westbound layby, impacting biodiversity in the area
- Less cost sharing opportunity with Salt Cross

Risks

- Rat running through layby for West Eynsham Access and to avoid P&R junction
- Stakeholder concerns about the impacts to the existing laybys and accesses
- Delivery of A40 access and spine road routes through multiple (at least 2) land interests



Option C (Core) – all illustrative & indicative Active travel infrastructure

Page 275

- A40 current
- A40 layby current
- HIF2 Bus lane
- HIF2 delivered P&R access
- New development access road links off A40
- Realigned HGV layby, developer delivered
- A40 current pathway
- HIF2 delivered pathway & crossings
- Required developer pathways & crossings

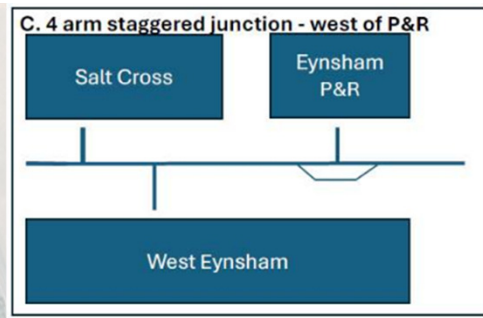
EB layby - relocation by the developer

Salt Cross

Eynsham
P&R / Mobility
Hub

WB layby retained

West Eynsham



Google

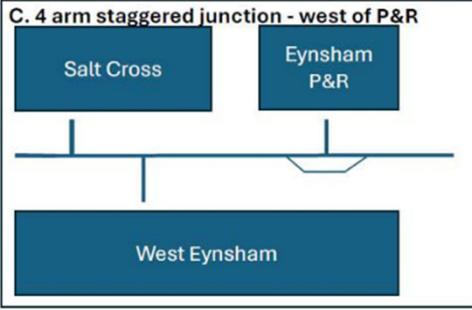
Option C (Core) – all illustrative & indicative A40 highway carriageway

Page 276

- A40 additional highway, developer delivered
- A40 current
- A40 layby current
- HIF2 Bus lane
- HIF2 delivered P&R access
- New development access road links off A40
- Relocated layby, developer delivered
- HIF2 delivered crossings
- Required developer crossings

EB layby - relocation by the developer

WB layby retained



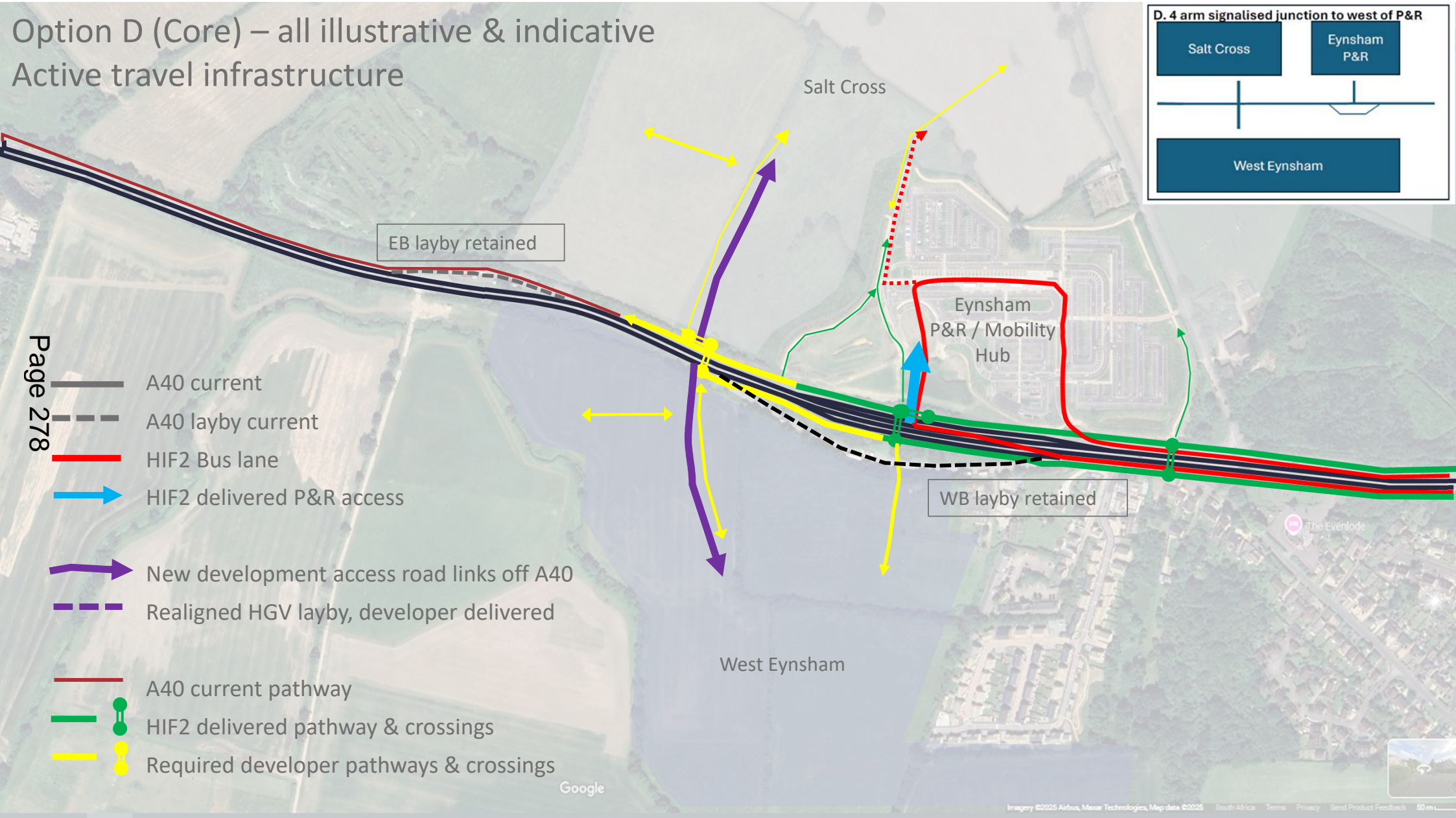
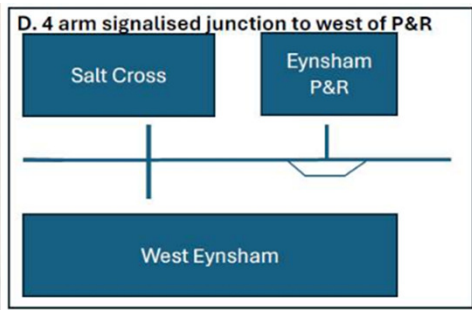
Google



Option D (Core) – all illustrative & indicative
Active travel infrastructure

Page 278

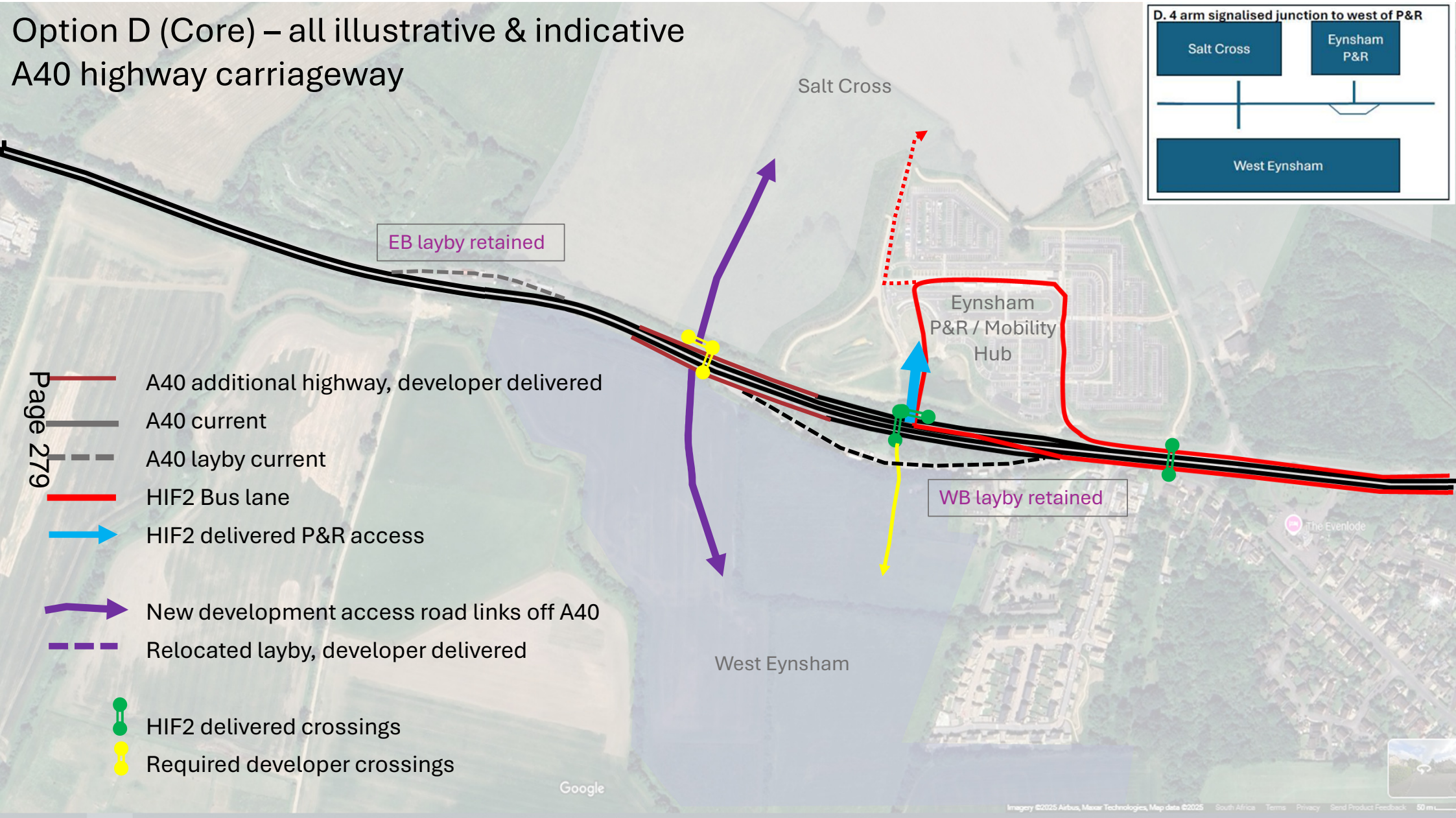
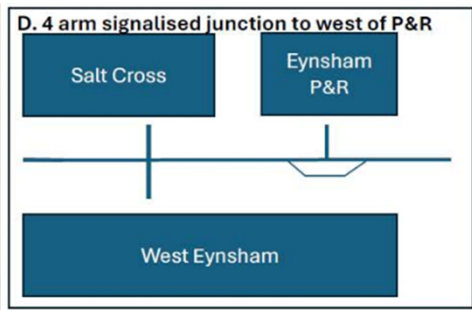
- A40 current
- A40 layby current
- HIF2 Bus lane
- HIF2 delivered P&R access
- New development access road links off A40
- Realigned HGV layby, developer delivered
- A40 current pathway
- HIF2 delivered pathway & crossings
- Required developer pathways & crossings



Option D (Core) – all illustrative & indicative A40 highway carriageway

Page 279

- A40 additional highway, developer delivered
- A40 current
- A40 layby current
- HIF2 Bus lane
- HIF2 delivered P&R access
- New development access road links off A40
- Relocated layby, developer delivered
- HIF2 delivered crossings
- Required developer crossings



Option D1 - Core

Strengths/Opportunities

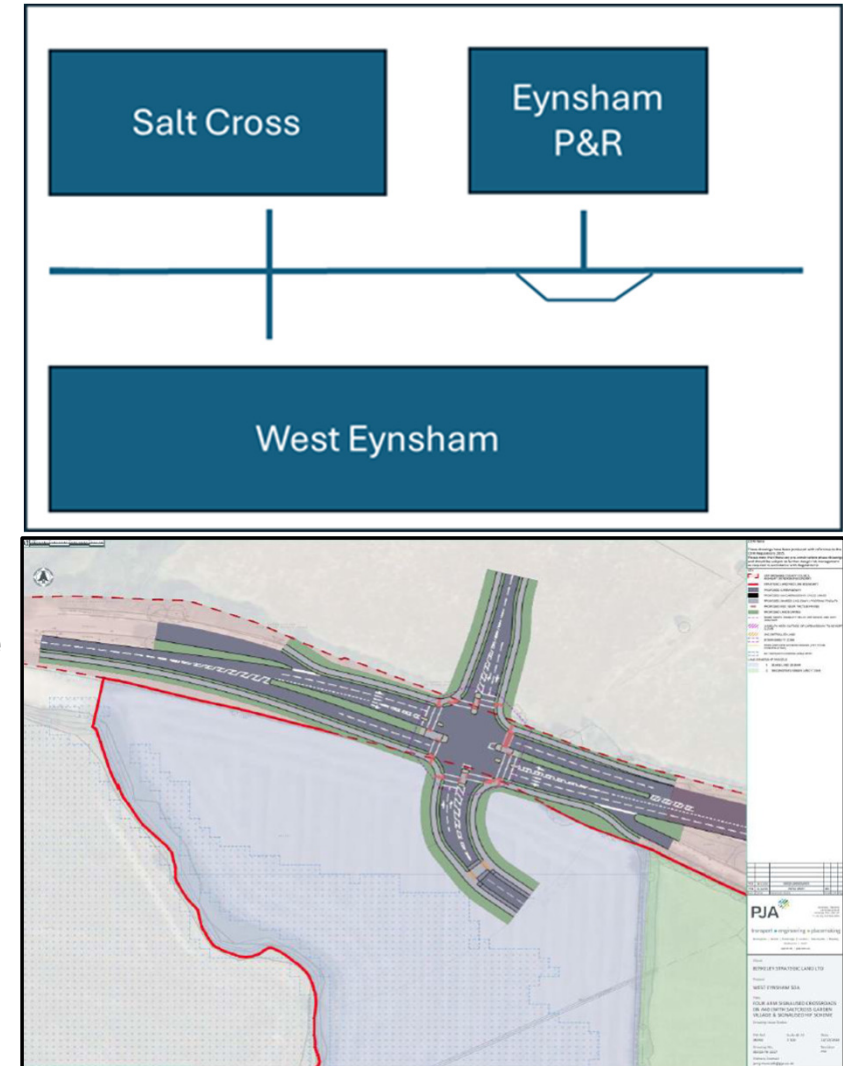
- Direct connectivity between West Eynsham and Salt Cross Garden Village for buses, pedestrians & cyclists providing an opportunity to create a singular gateway junction to new development sites
- Opportunity to create a singular gateway junction to new development sites
- Both the eastbound and westbound laybys will be retained as part of this design
- Lower cost as option does not impact existing laybys
- Strong opportunity to share the cost of access with Salt Cross Garden Village

Weaknesses

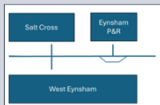

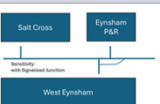
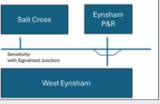
- Less direct links between West Eynsham and Park & Ride site
- Close proximity of the westbound layby to the West Eynsham access junction may cause some safety issues associated with vehicles egressing the layby

Risks

- The proposed West Eynsham junction will be located closest to the modelled flood area compared to the other access options – potential EA concerns
- Option requires the West Eynsham spine road to route through land with at least two different landowners/interested parties
- Rat running through layby to avoid P&R junction
- Stakeholder concerns about impact on WB layby access and egress



Shortlisted Options Scoring Summary

Option	Layout	Score	Strengths	Weaknesses	Key Risks
Option D1 - Core		28	<ul style="list-style-type: none"> Manage impacts on the wider highway network (+4) Encourage and enable safe, healthy and sustainable travel (+12) Support positive healthy placemaking (+10) 	<ul style="list-style-type: none"> Protect and enhance the local environment (0) Deliverable and viable to support housing delivery (+2) 	<ul style="list-style-type: none"> West Eynsham junction located closest to modelled flood area Option requires spine road to route through land owned by multiple landowners which poses a degree of risk in terms of delivery. Some stakeholder concerns regarding WB layby egress
Option C1 - Core		24	<ul style="list-style-type: none"> Encourage and enable safe, healthy and sustainable travel (+11) Protect and enhance the local environment (+2) Support positive healthy placemaking (+7) 	<ul style="list-style-type: none"> Manage impacts on the wider highway network (+2) Deliverable and viable to support housing delivery (+2) 	<ul style="list-style-type: none"> West Eynsham junction located closer to modelled flood area Option requires spine road to route through land owned by multiple landowners which poses a degree of risk in terms of delivery. Some stakeholder concerns regarding WB layby egress
Option B2 - Sensitivity		20	<ul style="list-style-type: none"> Encourage and enable safe, healthy and sustainable travel (+8) Protect and enhance the local environment (+2) Manage impacts on the wider highway network (+3) Support positive healthy placemaking (+5) 	<ul style="list-style-type: none"> Deliverable and viable to support housing delivery (+2) 	<ul style="list-style-type: none"> Option requires spine road to route through land owned by multiple landowners which poses a degree of risk in terms of delivery. Potential negative impact of operation of layby on spine road.
Option A2 - Sensitivity		12	<ul style="list-style-type: none"> Encourage and enable safe, healthy and sustainable travel (+6) 	<ul style="list-style-type: none"> Manage impacts on the wider highway network (+1) Support positive healthy placemaking (+4) Deliverable and viable to support housing delivery (0) Protect and enhance the local environment (+1) 	<ul style="list-style-type: none"> Potential negative impact of operation of layby on spine road. Option requires spine road to route through land owned by multiple landowners which poses a degree of risk in terms of delivery.

Conclusions, Next Steps and Draft Report

Conclusions

- Access options located to the west on average score higher than those located to the east
- Options C and D score better in terms of sustainable travel and placemaking primarily due to better connections with Salt Cross Garden Village and opportunities for cost sharing
- Option D1 – Core scores the highest

Next Steps

- Review scoring considering feedback
 - Finalised scoring to inform identification of preferred A40 access option
 - Summarise options assessment process in an “A40 Access Options Assessment” report
-

Welbeck / Stuart Michael Associates	
Comment	Response
<p>1. Option Scoring - We do not agree with the report's scoring. The points awarded are highly subjective and there is no appropriate weighting. As an example, Layby impact and the ability for motorists to safely egress from them seems to have been underplayed.</p>	<ul style="list-style-type: none"> • The objectives, sub-objectives and scoring criteria used in the option assessment were based on the earlier work undertaken by White Young Green which fed into the agreed West Eynsham masterplan. These were circulated for comment and updated in the light of comments received. • The 5 objectives, the sub-objectives and criteria used in the assessment framework were agreed with OCC and WODC and cover a balanced range of outcomes. • An exercise of this nature inevitably draws on objective evidence available at the time of assessment and subjective professional judgement.
<p>2. Option Scoring / Weighting - Out of the 50 points available, only 8 relate to the major issue of cost/deliverability and viability. Welbeck's stance remains that we cannot choose a preferred access option without having explored deliverability and viability and what is realistic.</p>	<ul style="list-style-type: none"> • Agreed that deliverability and viability are critical issues, however, any option assessment needs to be balanced considering a wide range of other important objectives. • Deliverability and viability issues were considered and explored based on the information available to PF and Councils. • The budget and scope of the study could not extend into design work to enable investigations into option costing/deliverability & hence viability matters in any detail.
<p>3. Option Scope – The report's remit seems to have been extended to include Salt Cross (SC) which, in our opinion, dilutes the original purpose of the report.</p>	<ul style="list-style-type: none"> • The study remit has not been extended from the original brief given to PF. Given the close proximity of the proposed development access points onto the A40 the study brief given to PF by OCC and WODC recognised the need for a holistic approach, considering 4 options (based around those being proposed by developers) that served both West Eynsham, Salt Cross and the Park & Ride Site. • It was also felt important to consider the pros and cons of options that provided a more integrated development access arrangement. • Some of the options being put forward proposed junction arrangements providing access to both West Eynsham and Salt Cross and it was therefore important to assess all options on a 'like for like' and holistic basis. • Schematics of the options to be assessed were circulated early in the study process - these showed that the options would consider access to both West Eynsham and Salt Cross.

<p>4. Cost Sharing Opportunities - Awarding points on the basis that there are 'cost sharing' benefits to that approach needs to be balanced with the fact that that means further collaboration with yet another party on a development that will have different timescales. That again will threaten timing/deliverability. If, as Berkeley have suggested, their joint access has the ability to be delivered independently in two halves then the chances of cost sharing are much reduced.</p>	<ul style="list-style-type: none"> • It is considered that options where the West Eynsham and Salt Cross developments share a junction on the A40 offer a higher likelihood for cost sharing than those options where the developments don't share a junction, even if the option can be delivered in staged/phased manner, which is reflected in the scoring. • Option D's scoring for Objective D2(2): "Provides flexibility for phased delivery" reflects the potential need for additional joint working and agreement between the West Eynsham and Salt Cross developers associated with cost-sharing/jointly delivering the option scoring lower than the other shortlisted options.
<p>5. Conclusions - The conclusion needs to be balanced. This is especially the case given the county council have commissioned a report which favours the county council's promoter's access. It should; therefore, state:</p> <p>a. That all options offer a technically credible design for the WoE access, that would not prejudice Salt Cross.</p> <p>b. Fully acknowledge the limitations of the report – i.e. that it has not considered in any detail the commercial issues that have plagued the allocation relating to land ownership/collaboration/cost of access/deliverability/viability.</p> <p>c. That the above issues need to be progressed without delay with full collaboration on all matters.</p>	<ul style="list-style-type: none"> • The conclusions and assessment are considered balanced. • The report will be updated to acknowledge that this was a strategic option assessment based on options developed from the access designs and information made available to PF and the Councils by various developers. Whilst land ownership, cost, deliverability and viability issues were considered at a high level, it was not possible to consider in detail some of the commercial issues relating to these issues. Updated text included in Chapter 5 of the report is as follows: <i>Whilst the assessment is considered comprehensive and proportionate to the stage of development, it should be noted that the assessment was a strategic option assessment based on the information available (and made available) at the time. As such, although aspects such as land ownership, cost, deliverability, and viability were reviewed at a high level, it was not possible to explore some of the related commercial matters in detail.</i> • As some of the option design drawings provided by the developers only showed access to West Eynsham they cannot yet be considered to achieve a technically credible that would not prejudice Salt Cross.
<p>6. Objective H1 Scoring - In relation to the above it is noted that Option B performed well within the Sub-Objective H1, demonstrating that this access solution represents a credible access solution to the SDA, without impacting upon the safe operation of the A40, or compromising delivery of the Salt Cross Garden Village and SDA in their entirety.</p>	<ul style="list-style-type: none"> • Noted.

<p>7. Objective H2(1) Scoring - Accommodate existing and forecast freight movements on the strategic road network notes that Option B would require reconfiguration of the existing southern layby. Whilst this is correct, it is considered that this access solution is the only one from all options being considered that would provide a safe, controlled point of access onto the A40 for layby users. This would provide a direct benefit for layby users, and existing residents/businesses whose access is provided via the layby.</p> <p>In relation both Options C, and D, there would be concerns relating to how motorists would then access the A40 safely via the existing layby egress. In relation to Options C, and D, they also only enable egress in one direction and would require significant diversion in either direction from both the northern and southern layby (measured at 3.8km for eastbound traffic from the southern layby, and 4.0km for Westbound traffic from the northern layby). This point has also been raised by WODC and the Parish Council. To alleviate this concern a solution similar to that being presented in Option B would be necessary for both layby's.</p>	<ul style="list-style-type: none"> • Note that scoring reflects the future situation for both eastbound and westbound laybys. • The comments on A40 access to / from layby relate most closely to criteria H2(2). • Layby movements as left-in & left-out are considered safe in all options. • In considering the private property access/egress provided via the layby, Options A's and B's score for criteria H2(2) has been increased to reflect that the options facilitate right turn movements to / from A40 at a controlled junction obviating the possibility of long detours. • The fact that the southern layby arrangement in Option B provides a more controlled option than the existing layby arrangement (as retained in Option C and D) and the layby arrangement in the Option A Core and Sensitivity options has informed (positively) Option B's scoring for the Objective H2(2) assessment criteria. • Potential issues around the layby arrangements in Options A, C and D have informed (negatively) the scoring for the Objective H2(2) assessment criteria.
<p>8. Objective H2(2) Scoring – Allowance for safe and direct access to laybys from A40, minimising risk of rat-running through laybys. It is acknowledged that rat-running has been identified as a risk to all four options; however, by way of its design, Option B would provide the longer route, therefore making rat-running a less attractive option.</p>	<ul style="list-style-type: none"> • In terms of rat-running, it is agreed that the layout arrangement proposed in Option B poses a potential reduced risk of rat-running for vehicles destined west of P&R junction along the A40. However, Option B was assessed to have a higher risk of vehicles using the layby as a rat-run into the West Eynsham development (bypassing the Park & Ride and West Eynsham junctions), albeit expected volumes undertaking this rat-run are likely to be lower than those rat-running on A40. Again this has been reflected in the options' scoring for the Objective H2(2) assessment criteria with Option B's revised score now increased by one point.
<p>9. Objective H3 Scoring - Minimise impacts on A40 during construction, Option B has scored badly as a result of impacts upon the eastbound layby. This is incorrect, since no works are required to the eastbound layby as a result of the SDA access. Any modifications relate solely to enabling access to the Garden</p>	<ul style="list-style-type: none"> • For the reasons explained in response to comment 3, the assessment undertook a holistic approach which considered options that served both West Eynsham, Salt Cross and the Park & Ride site. Although it is noted that the West Eynsham junction proposed as part of Option B will not impact the eastbound layby, it is thought that the Salt Cross junction

<p>Village and not the SDA. Therefore, it is considered that this should not negatively affect the score provided for Option B.</p>	<p>delivered in Option B would require the eastbound layby to be relocated (due to spatial constraints). Therefore, this has been considered in the Objective H3 scoring for Option B.</p>
<p>10. Objective S2 Scoring - Maximise permeability through the site for pedestrians and cyclists and, specifically Sub-Objective 1 (Allowance for pedestrian and cycle route connectivity from A40 into the spine road), there has been no justification provided within the report to set out why some Options have been scored higher than others. Some clarity on this would be useful.</p>	<ul style="list-style-type: none"> Options A and B score lower than Options C and D primarily due to these options requiring pedestrians and cyclists to cross the westbound layby when on the spine road which reduces active mode connectivity between the A40 and Spine Road. Full details around the rationale of the scoring is included in the Options Appraisal Summary Table appended to the report as Appendix C.
<p>11. Modelled Delay to Pedestrians - Having reviewed the modelled delay to pedestrians for all options, it appears that pedestrian movements have only been added to Options A, B, and C since the crossroads for Option D has no pedestrian phasing across either the Salt Cross link road or the SDA spine road.</p> <p>Based upon the masterplan layouts for both the SDA and Salt Cross GV, both approaches to the junction would require pedestrian phases as part of the signals so ensure safe access can be provided. On this basis, it is considered appropriate for this to be included within a revised LinSig assessment to ensure a robust and comparable assessment for all options can be completed.</p>	<ul style="list-style-type: none"> The pedestrian delays were derived via an independent spreadsheet using distance and time values between junctions and the maximum possible delays at the junctions based on the LinSig models for all Options (whether formal or informal crossing). This took account of the positions of the junctions between each Option. The LinSig models have been modelled consistently with N/S provision at the Salt Cross location and full provision at the P&R location. The models also show sufficient capacity for full formal pedestrian facilities to be provided without changing the staging. For instance, for Option D 2041 AM peak the PRC drops to 10% which still leaves spare capacity.
<p>12. Objective 3 E1 Scoring - Protect the natural environmental and heritage assets of the West Eynsham SDA site. There is little in the way of rationale within the report relating to Assessment Criteria 2, which is to 'Preserve current biodiversity and promote its expansion.' All access options will require removal of trees and vegetation, however, no matter where the access is located, both the SDA and Salt Cross would provide significant amount of greenspace and ecological benefits over and above the limited tree removal that might be required at the immediate access.</p> <p>I note that the report comments upon loss of vegetation at the westbound layby, but there is limited detail on other options. Upon review of the loss of trees for both Option B and D (OCC's</p>	<ul style="list-style-type: none"> It is noted that all options will require the removal of trees and vegetation. Using the information available, it was assessed that Option B would result in a larger loss of vegetation/trees than Option D, which is reflected in the scoring for the Objective E1(2) assessment criteria.

preferred option), both would require tree removal based on the OS and topo survey data we have available (see below).	
<p>13. Objective 4 P1 Scoring - specifically, point 4, relating to personal security, there is little detail provided within the report on this and how the two-point difference between Option D and all other options has been calculated. Some further detail here from OCC/PF would be useful.</p>	<ul style="list-style-type: none"> Option D scored higher than the other options as it was considered that the junction layouts and closer distance between the accesses to the different sites would encourage increased street-level usage at the junctions and along the A40, establishing/enhancing natural surveillance and personal security. It is considered that the staggered junction layouts in the other options and the larger distances between the different access junctions will not promote personal security due to spread-out street level usage limiting natural surveillance. Full details around the rationale of the scoring is included in the Options Appraisal Summary Table appended to the report as Appendix C.
<p>14. Objective 4 P2 Scoring - 'Enabling delivery of comprehensive development' Option B has scored lower than Option D due to its 'disjointed access with Salt Cross, however, this has already been considered under Objective 2, Sub-Objective 2, Criteria 1 (Allowance for connections north-south to the Salt Cross Garden Village and Science Park).</p>	<ul style="list-style-type: none"> Scoring for Objective S2(2) focuses on connections between West Eynsham and Salt Cross for pedestrians and cyclists whilst the scoring for Objective P2(1) captures the extent to which an option helps promote a positive relationship between West Eynsham and Salt Cross in terms of establishing a joined-up sense of place between the two development sites. However, if Option D is not considered a workable access solution for Salt Cross developers, then this opportunity indeed falls away.
<p>15. Objective 4 P2 Scoring: Criteria 3 (Extent to which option supports the comprehensive delivery of the West Eynsham SDA), this again has scored based on the ability for cost-sharing with Salt Cross GV. It could, therefore, be argued that these various sub-categories double count the scoring.</p> <p>Given the ongoing concerns relating to viability, there is potential for further delay if there are even more landowners to agree and access solution with than just those involved in the SDA allocation.</p> <p>With regard to delivery, the access option presented by Welbeck would enable a significant first phase of development to come forward, helping to fund the access and first section of spine road into the SDA.</p>	<ul style="list-style-type: none"> Objective P2(3) has been scored based on a high-level assessment of likely order of costs associated with delivering an option with the idea that lower costs associated with delivering the access infrastructure will mean that the developer has more money to comprehensively deliver all proposed elements of the West Eynsham SDA (e.g. affordable housing, green and blue infrastructure, other community facilities etc...). The opportunity to cost share with the Salt Cross developer was one aspect that fed into the high-level assessment of the costs associated with the delivering an option. Delivery risks associated with multiple developers/landowners working together have been captured within the options assessment. It is noted that the access option presented by Welbeck would enable a significant first phase of development to come forward, helping to fund the access and first section of spine road into the SDA. This is reflected

	in the report (as mentioned below) and in Option B's scoring for Criteria D2.2, which scores the maximum score of +2.
16. Objective 5 Scoring - It is also noted that the report confirms that Option B would provide the lowest risk associated with the delivery of the first phase of development, since access and development can be provided via a single party, whilst all other options carry an element of additional risk as they would involve multiple land owners/interested parties.	<ul style="list-style-type: none"> Noted.
Berkeley Homes	
Comment	Response
1. Conclusion - Berkeley is supportive of the approach taken in the report and of its clear conclusion that Option D – Core is the preferred access arrangement.	<ul style="list-style-type: none"> Noted.
2. Methodology - the methodology employed in the report inevitably means that there has been some subjectivity used in the scoring and that this is likely to mean that some variation of the scoring for all Options could be argued. However, any change in the scoring in this respect is unlikely to make a significant difference to the overall conclusion.	<ul style="list-style-type: none"> Noted.
3. Criteria E1.1: Impact on the Floodplain - Options C and D are scored lower than Options A and B due to proximity to the floodplain. However, all Options can be delivered outside the floodplain and this, rather than proximity to the floodplain, should be the relevant consideration. Therefore, given that all Options can be delivered outside the floodplain, they should all be given the same scoring of 2.	<ul style="list-style-type: none"> The Criteria E1.1 scoring for Options C and D reflects the fact that these options can be delivered outside of the floodplain (as referenced in the rationale for scoring appended to the report as Appendix C) with their scores still being positive or neutral for the criteria. The proximity of options to the floodplain has been considered in the scoring due to its potential impact to deliverability (e.g. the potential requirements for regulatory approvals) and operation (e.g. there is a higher likelihood that junctions located closer to the floodplain could be impacted by flooding in extreme weather events, additional rainfall associated with future climate change etc...).
4. Criteria D2.2: Phased Delivery - Option D is scored lower than the other Options due to the junction design offering less flexibility for phased junction delivery than a staggered junction. However, as we have stated previously, the Option D junction design is capable of being delivered in two standalone phases.	<ul style="list-style-type: none"> Option D's scoring for Criteria D2.2 reflects the fact that the West Eynsham access junction proposed in Option D is capable of being delivered in two standalone phases scoring a positive score of +1. Design drawings showing how Option D is capable of being delivered in

<p>The southern part of the junction providing access to the West Eynsham SDA is therefore capable of being delivered independently of the northern part if the junction and its delivery is therefore not reliant on the Salt Cross GV access being delivered at the same time. Option D should therefore be given the same scoring as the other Options.</p>	<p>two standalone phases have been appended to the report as Appendix G.</p> <ul style="list-style-type: none"> Option D has been scored lower than the other options for Criteria D2.2 as it is envisaged that, even though the West Eynsham access junction proposed in Option D is capable of being delivered in two standalone phases, delivering the junction would still require some joint working and agreement with the Salt Cross developer, which could have some deliverability implications.
Grosvenor / Stantec	
Comment	Response
<p>1. Benefits of Roundabout Access to Salt Cross - The Area Action Plan and submitted outline planning application for the Salt Cross Garden Village identified a roundabout access from the A40. This access option has some advantages which are not reflected / acknowledged in the report, including the control of speeds, the ability to allow vehicles to exit the eastbound layby and U turn in a safe manner, adequate capacity and the ability to deliver an access that can be phased when required by either party.</p> <p>It is understood that the County Council's preference is moving away from the roundabout access solution and this appears to be predicated mainly on the use of the highway by vulnerable road users. We would note that these could be well provided for alongside a roundabout solution, with walking and cycling routes and new crossings provided east of the roundabout access and inset from the junction on desire lines.</p> <p>The change in approach from the AAP access solution should consider some of the benefits of the roundabout would have resulted in and how these elements are to be addressed if the County Council conclude a change of the form of access is preferred.</p>	<ul style="list-style-type: none"> It is agreed that a roundabout solution at the Salt Cross access would provide benefits around highway capacity, speed control and by allowing traffic to U-turn. The commentary and scoring of the options including a roundabout access have been reviewed and updated to better reflect and acknowledge these points (where deemed appropriate). In addition, the following text has been added to Section 4.3 of the report to summarise why options including a roundabout access at Salt Cross weren't shortlisted: <p><i>Figure 4.1 shows that options including the roundabout access at Salt Cross Garden Village scored lower than the sensitivity options, which propose a signalised T-junction access instead. This lower scoring is primarily due to the relative scale of delivering a roundabout (in terms of the associated construction, land take and impacts on the wider landscape), as well as the roundabout layout not providing the ability to proactively manage traffic on the A40 Corridor and not offering a consistency with the proposed West Eynsham junction layout (negatively impacting the sense of place between the two developments). In addition, the assessment of the roundabout options were based on the most recent designs included in the Salt Cross Garden Village planning application which made no provision for active travel crossings, negatively impacting its score for the "Encourage and enable safe, healthy and sustainable travel" and "Support positive healthy placemaking" objectives. However, it is acknowledged that it would be possible to incorporate active travel</i></p>

<p>Whilst we do not have an in-principle issue with a traffic signal junction in place of a roundabout, there is a need to consider this in the round and ensure that the change in nature of the A40 through the allocated sites / existing village provides a safe and viable solution.</p>	<p><i>crossing facilities into a roundabout design which would better align to the assessment objectives.</i></p> <ul style="list-style-type: none"> • The assessment of a roundabout was based on the most recent designs included in the Salt Cross Garden Village planning application which made no provision for active travel crossings. • It is acknowledged that it would be possible to incorporate active travel crossing facilities into a roundabout and that this would improve the performance of this option. • Overall, the options including the roundabout performed poorly for a range of reasons including: <ul style="list-style-type: none"> • providing a reduced level of provision for pedestrians and cyclists relative to the signalised options; • offering less control over traffic flows through and into this part of the network thereby limiting network management opportunities and the ability to coordinate and optimise the operation of this junction with the other signalised junctions and crossings through Eynsham; • limiting the potential for bus priority measures to be introduced at the junction; • being out of context with other signalised junctions that are now proposed as part of the HIF2 scheme; and • resulting in greater land take.
<p>2. Holistic Access Solution Needed - Any access solutions for West Eynsham need to ensure a western access to Salt Cross Garden Village is provided. At present the report includes some drawings / options that show only access to the south of the A40 and do not consider the holistic access solution needed. These options are therefore incomplete and cannot be properly considered until the implications on the access to the Garden Village are added to the drawing and considered fully in terms of phasing, safety and any implications for the location of the Garden Village access, as well as the layby provision.</p>	<ul style="list-style-type: none"> • Agreed - given the close proximity of the proposed access points onto the A40 the study brief given to PF by OCC and WODC recognised the need for a holistic approach, considering 4 options that served both West Eynsham, Salt Cross and the Park & Ride site. • The study was based on options developed from the design drawings being put forward by various developers. Indicative schematics were developed to help visualise each option and inform the assessment. • Whilst some of the option drawings only show access to West Eynsham, the 4 options assessed did consider these in combination with an access to Salt Cross. • Developing new design drawings for each option was not within the scope of this option assessment study.
<p>3. Employment Allocation at Salt Cross - Any relocation of the access further east such as in the crossroads solution is less than</p>	<ul style="list-style-type: none"> • Noted.

<p>ideal in terms of the delivery of the employment allocation as it compromises the parcels of land achievable to a degree by bisecting the allocated area for employment. A rework of the Salt Cross masterplan would be needed to address that issue and it will reduce flexibility for delivery.</p>	
<p>4. A40 Dualling - The PF report assumes that the dualling of the A40 is now not happening in the future. Clarity over this would be welcome.</p>	<ul style="list-style-type: none"> OCC has confirmed that the dualling of the A40 west of the Park & Ride no longer forms part of the current HIF capital plans for OCC and will require a new business case and funding bid for any future consideration.
<p>5. Employment Allocation at Salt Cross - The report solely references housing delivery but omits that the Salt Cross Garden Village is also the sole employment allocation. It would be appropriate to reflect this in the report not least as the employment area is closest to the western access but also relating to phasing.</p>	<ul style="list-style-type: none"> Agreed – Section 1.1 of the report has been updated to include the following text: <i>It should be noted that the Salt Cross Garden Village development contains the only employment land allocation within both the West Eynsham and Salt Cross sites. It is understood that this employment development is likely to be located to the south-west of the site, close to A40 and associated access junction¹, and therefore options which locate Salt Cross' A40 access to the west may require a revision of the site layout in the Salt Cross Area Action Plan.</i>
<p>6. Design and Safety</p> <p>a) The A40 is a rural road to the west of Eynsham. Any design solution for signals needs to consider this and address a change in speed limit and provide a gateway into the area of the A40 delivering both the Garden Village and West Eynsham. A much lower speed environment should be the basis of the design solutions and this should be backed up by a gateway to the west of the signals. The failure to do this risks re-visiting some of the issues of speed and vulnerable road users as has been an issues at Barton Park (also on the A40).</p> <p>b) The report should be clear what the new speed limit is intended to be and how this will be addressed in a design sense (both developments as well as highway).</p>	<ul style="list-style-type: none"> Agreed – reductions in speed limit will need to be considered in finalising the designs for development access. OCC has confirmed that approaching Eynsham from the west the current unrestricted single carriageway speed (60 mph) with the HIF2 scheme in place will be reduced to a 40 mph limit 150m west of the Park & Ride junction. With the introduction of Salt Cross and West Eynsham junctions this 40mph limit will need to be extended and commence further west. See Above

¹ Understanding based on the Salt Cross Area Action Plan – Illustrative Framework Plan and Masterplan

<p>c) If signals are recommended then it is not generally accepted on safety grounds to have signals with a National Speed approach and where the 85th speed limit is high. Avoiding speeding traffic approaching a sudden queue is important. A gateway to the west of the access junction should be considered alongside a significant reduction in speed.</p> <p>d) The access solution needs to be considered as a series of junctions with the P&R and further crossings to the east as well. These will change nature of this part of the A40 considerably. It will feel a lot less rural with new development either side and multiple crossings and junctions. The speed limit changes should reflect that.</p> <p>e) Staggered junctions are generally safer than crossroads where there is a movement between side arms as will be the case in this location. However it is noted that the staggered arrangements would be the wrong way around if followed as the flood risk constraints south of the A40 mean a more conventional right / left stagger from the side arms is not deliverable.</p> <p>f) A Road Safety Audit will be needed and it would be helpful for this to be done on the preferred solution early on and to provide comfort that there are not significant issues that cannot be addressed.</p> <p>g) The eastbound layby is rather dismissed as an issue for Salt Cross to address in the report, but the solution for any access option needs to address all the requirements of the A40 in this location and consider this as a part of the wider junction works / gateway entry. To not to do so would not be looking at the design in a comprehensive way. Safety concerns over HGV egressing the layby /</p>	<ul style="list-style-type: none"> • See Above • See Above • Noted • Agreed. A Road Safety Audit will be required on any A40 access designs proposed by developers. • The options assessment undertook a holistic approach considering 4 options that served both West Eynsham, Salt Cross and the Park & Ride site. This approach did capture the impacts that the Salt Coss junction would likely have on the eastbound layby within the assessment.
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<p>turning right / the layby being used by some to jump the queue at the signals should be addressed so it can be considered if the access is deliverable. It is noted that these issues are not a concern with the original roundabout solution and if signals are preferred these cannot be considered without addressing the concerns that have been raised.</p> <p>h) Some of the designs of the signals seem to have reasonably narrow islands for the crossings which may need to be wider to accommodate cyclists.</p> <p>i) Some options in the report do not show the access to the Garden Village and although these are not preferred these cannot be considered to achieve a solution until all the accesses required are shown and demonstrated to work. No access to West Eynsham can be put forwards that doesn't allow for the only Garden Village access from the A40.</p> <p>j) The new EA flood mapping seems to cross the A40 and have wider extent of Flood Risk in West Eynsham.</p> <p>k) The report alludes to bus priority on the A40 eastbound approach to the Salt Cross junction. This, alongside the relocated layby is a significant issue which is not addressed comprehensively in the report. Clarity is needed on the requirement (or not) for this further bus lane.</p>	<ul style="list-style-type: none"> • Agreed. Any design proposals will need to include crossings that accommodate cyclists meeting relevant local and nation design guidance. • Agreed. A holistic approach is needed. See response to comment 2 above. • Berkeley have indicated that both of their design options fall outside the modelled flood risk area. Berkeley need to confirm this remains the case based on the latest EA flood mapping. • To date, design drawings and transport modelling have not included bus priority on the A40 eastbound approach to the Salt Cross junction. However, OCC are of the firm view that safeguarding for future bus priority west of P&R junction is as important element to achieve vital increases in the share of future trips undertaken by sustainable modes.
<p>7. Phasing and Delivery</p> <p>a) The phasing of Salt Cross Garden Village initially intended that this A40 access would be provided later on with the early phases from Lower Road to the east.</p>	<ul style="list-style-type: none"> • Noted. • Noted.

<p>b) However at an appropriate point in time the spine road will need to be connected and this access made available to access the wider housing provided at Salt Cross and therefore the ability to phase the western access is of importance to avoid delaying housing delivery.</p> <p>c) The western access will also provide access to the employment allocation and any solution provided needs to be able to be phased so the delivery of employment is not frustrated by developers in West Eynsham. On this basis the phasing of any solution would need to be able to be delivered in a manner where either the southern arm can come first or the northern arm (or indeed as one overall construction if the two aligned) so that the commercial space is not compromised.</p> <p>d) Any phasing of the delivery of infrastructure needs to also be carefully aligned to the A40 HIF delivery to try and minimise disruption and maximise the mutual investment in the A40 corridor. Understanding what the HIF works will deliver and by when and avoiding abortive works which cost developers money later on and frustrates the public should be a key focus for the next steps in developing whichever access strategy that is adopted.</p>	<ul style="list-style-type: none"> • Noted and Agreed. • Noted and Agreed. OCC has provided a note providing further information around the status of the HIF2 scheme, interfaces, latest programme milestones etc...
<p>8. Capacity</p> <p>a) The flows used in the modelling appear to be very low into and out of the Garden Village. As one example, there are only 47 vehicle flows entering the western access in the AM peak. To provide a comparison, the TA for Salt Cross Garden Village outlined in Table 6-43 that there would be 742 external people trips arriving in the AM peak. It is also worth noting that the person trip generation from TA was based on a mix of employment provision land uses (including industrial and B8) rather than the AAP</p>	<p>a) Firstly, the flows in the model only cover one access point to the Garden Village development area with a more direct access for traffic destined to/from Oxford via Lower Road.</p> <p>The flows used in the LinSig model were derived through a multi-tier approach, with the OSM originally used and cordoned to the A40 SATURN model, then the flow differences from the SATURN model forecast-base were applied to the VISSIM base model flows (to get the reassignment and growth applied to the more accurate base VISSIM model flows). The flows used therefore follow a robust method but are</p>

suggestion of R&D and office use. The area assessed for commercial use was also smaller. Applying the modelled flows to the envisaged person trips would mean a very low level of private vehicle mode share (approximately 6%) which seems unlikely. This low level of vehicles in the PF report are considered unlikely given the location, scale and nature of the employment allocation.

- b) In general crossroads tend to afford less capacity compared to other forms of signalised junctions, especially if there is a reasonable demand on all arms, as may be the case here and given the scale of growth and limited accesses proposed.
- c) The staggered option would ideally be with Salt Cross arm to the east not as shown to the west as a right left staggers from minor arms would mean no right turn demand on the A40 which is a capacity constraint of the staggered junction options. However it accepted such an arrangement may not be delivered due to the flood risk constraints south of the A40.
- d) The right turn to Salt Cross employment would be expected to be a much larger demand in both AM and PM given the very limited points of access provided to the wider allocated Garden Village site and that it serves the employment as well as residential. The limited flare lengths for the right turn lane on some design options are a concern. This would be exacerbated in the “wrong way around” staggered option as people West Eynsham to Salt Cross or visa-versa also turn right.
- e) There is a potential issue with the re-provided laybys being used by people to bypass queues on A40 eastbound which needs to be considered / addressed.

actual flows and not demand. We have checked the zone demands and the flows in and out of the Salt Cross development using both access points using the 2041 AM Peak as an example as follows:

There are 3 zones covering Salt Cross with 382 incoming and 762 outgoing trips, this is compared to the turning movements in and out of the access junctions:

Lower Road Inbound – 788 vehicles
 Lower Road Outbound – 737 vehicles
 Salt Cross Inbound – 47 vehicles
 Salt Cross Outbound – 114 vehicles

It should be noted that both access point also serve other zones including the Harnborough and Freeland villages to the north, hence why the totals at the junctions exceed the Salt Cross development zone totals. The findings clearly show that the model is assigning the majority of the traffic to use the Lower Road junction. The largest zone is also located to the east of the site nearest to Lower Road.

- b) Results from both the LinSig and VISSIM modelling indicated that all options work within capacity.
- c) Noted.
- d) See answer to a) for the AM peak, for the PM peak the figures are as follows:

There are 3 zones covering Salt Cross with 713 incoming and 477 outgoing trips, this is compared to the turning movements in and out of the access junctions:

Lower Road Inbound – 913 vehicles
 Lower Road Outbound – 668 vehicles
 Salt Cross Inbound – 89 vehicles
 Salt Cross Outbound – 73 vehicles

<p>f) Although the pedestrian crossings are called every cycle in the model for the crossroads, the model uses long cycle times of 100 seconds and these crossings are over two stages. It has also been noted that no pedestrian crossings for east/west movement have been included on the northern and southern arms in the model, despite this being shown in the optioneering drawings.</p> <p>g) Notwithstanding the above we would tend to agree with the summary in the VISSIM modelling which states that all of the options are impacted by congestion downstream on the A40 and that this western part of the network is not the more sensitive part of the A40.</p> <p>h) However, it would seem appropriate given the observations on flows we have made, a concern over the resilience of the junction and in line with the County Council guidance that some scenario testing is undertaken to increase the flows to the employment and housing of the Garden Village to see how much of an impact this would result in.</p>	<p>The findings clearly show that the model is assigning the majority of the traffic to use the Lower Road junction. The largest zone is also located to the east of the site nearest to Lower Road.</p> <p>Based on these flows the results from both the LinSig and VISSIM modelling indicated that the signalised staggered crossroads options work within capacity, with forecast vehicle queueing on the right-turn lanes accommodated within the designed flare length.</p> <p>e) The different options impacts to the eastbound layby has been captured in the options assessment.</p> <p>f) The long cycle times are required to accommodate a large number of stages, but pedestrian phases can be accommodated for all movements as per the earlier response above to Welbeck point 11.</p> <p>g) Noted</p> <p>h) A sensitivity test with an extra 100 right turners in the peak hours with full pedestrian facilities has been run for Option D which shows the PRC fall to -2.1% in the AM peak and 5.4% in the PM peak. This is still considered reasonable particularly given the 2041 forecast year and the alternative access arrangement that the model has already assigned the majority of traffic to use.</p>
Eynsham Parish Council	
Comment	Response
<p>Conclusion Eynsham Parish Council supports Pell Frischmann's assessment that Option D1 represents the preferred solution for A40/West Eynsham access.</p>	<ul style="list-style-type: none"> Noted.
<p>1. Spine Road Compatibility Given that Option D1 positions the A40 access point further westward, we request confirmation that this positioning is fully compatible with the Parish Council's preferred alignment for the spine road through the development site. Ensuring seamless</p>	<ul style="list-style-type: none"> Figure 4.2 in the report illustrates the shortlisted options overlaid on the West Eynsham Masterplan. This illustrates that all the options are compatible with spine road proposed in the masterplan.

integration between these infrastructure elements is essential for the project's success.	
<p>2. Western Extension Consultation</p> <p>Should the spine road require extension further westward, we respectfully request that Eynsham Parish Council be actively involved in route identification discussions. Our local knowledge will be valuable in selecting an alignment that avoids environmentally sensitive areas, particularly flood plains, while meeting development objectives.</p>	<ul style="list-style-type: none"> • Noted.
<p>3. Sustainable Transport Integration</p> <p>We are pleased to note that Option D1 appears to support sustainable and active travel initiatives. We see significant potential for collaborative partnerships with the Salt Cross developers to create integrated transport solutions that benefit both developments and the wider community.</p>	<ul style="list-style-type: none"> • Noted.



KEY	
	OXFORDSHIRE COUNTY COUNCIL HIGHWAY OWNERSHIP BOUNDARY
	STRATEGIC LAND RED LINE BOUNDARY
	PROPOSED CARRIAGEWAY
	PROPOSED ON-CARRIAGEWAY CYCLE LANES
	PROPOSED SHARED CYCLEWAY / FOOTWAY FACILITY
	PROPOSED RED / BUFF TACTILE PAVING
	PROPOSED LANDSCAPING
	DMRS 50MPH VISIBILITY SPLAY ENTRANCE AND EXIT 160M SSD
	VISIBILITY AREA OUTSIDE OF CARRIAGEWAY TO BE KEPT CLEAR
	UNCONTROLLED LAND
	INTERVISIBILITY ZONE
	PARK AND RIDE ACCESS DESIGN (YET TO BE CONSTRUCTED)
	EA 100YEAR FLOODING AREA R70C
LAND OWNERSHIP PARCELS	
	1. BLAKE LAND 28.88HA
	2. MACMASTERS GREEN LAND 7.21HA

P01	30/05/2025	INITIAL DRAFT	SDS		
Rev	Date	Revision Note	Drw	Chk	App











Client	BERKELEY STRATEGIC LAND LTD
Project	WEST EYNHAM SDA
Title	THREE ARM SIGNALISED JUNCTION ON A40 (WITH SIGNALISED HIF SCHEME)

Drawing Issue Status		
PJA Ref	Scale @ A1	Date
08553	1:500	30/05/2025
Drawing No.		Revision
08553-TR-1019		P01
Primary Contact		
jerry.muscroft@pja.co.uk		

These drawings have been produced with reference to the CDM Regulations 2015.
Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9.

KEY

- | | |
|---|--|
|  | OXFORDSHIRE COUNTY COUNCIL
HIGHWAY OWNERSHIP BOUNDARY |
|  | STRATEGIC LAND RED LINE BOUNDARY |
|  | PROPOSED CARRIAGEWAY |
|  | PROPOSED ON-CARRIAGEWAY CYCLE LANES |
|  | PROPOSED SHARED CYCLEWAY / FOOTWAY FACILITY |
|  | PROPOSED RED / BUFF TACTILE PAVING |
|  | PROPOSED LANDSCAPING |
|  | D6M8 50MPH VISIBILITY SPLAY ENTRANCE AND EXIT |
|  | 100M DSD |
|  | VISIBILITY AREA OUTSIDE OF CARRIAGEWAY TO BE KEPT CLEAR |
|  | UNCONTROLLED LAND |
|  | INTERVISIBILITY ZONE |
|  | PARK AND RIDE ACCESS DESIGN (YET TO BE CONSTRUCTED) |
|  | EA 100YEAR FLOODING AREA R70C |
|  | LAND OWNERSHIP PARCELS |
|  | 1. BLAKE LAND 28.88HA |
|  | 2. MACMASTERS GREEN LAND 7.21HA |

P02	18/12/24	MINOR AMENDMENTS			
P01	11/12/24	INITIAL DRAFT	SDS		
Rev	Date	Revision Note	Drw	Chk	App



Client	BERKELEY STRATEGIC LAND LTD
Project	WEST EYNHAM SDA
Title	FOUR ARM SIGNALISED CROSSROADS ON A40 (WITH SALT CROSS GARDEN VILLAGE & SIGNALISED HIF SCHEME
Drawing Issue Status	

PJA Ref	Scale @ A1	Date
08553	1:500	18/12/2024
Drawing No.		Revision
08553-TR-1017		P02
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	OXFORDSHIRE COUNTY COUNCIL HIGHWAY OWNERSHIP BOUNDARY
	STRATEGIC LAND RED LINE BOUNDARY
	PROPOSED CARRIAGEWAY
	PROPOSED ON-CARRIAGEWAY CYCLE LANES
	PROPOSED SHARED CYCLEWAY / FOOTWAY FACILITY
	PROPOSED RED / BUFF TACTILE PAVING
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	VISIBILITY AREA OUTSIDE OF CARRIAGEWAY TO BE KEPT CLEAR
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	EA 100YEAR FLOODING AREA R70C
LAND OWNERSHIP PARCELS	
	1. BLAKE LAND 28.88HA
	2. MACMASTERS GREEN LAND 7.21HA

P01	30/05/2025	INITIAL DRAFT	SDS		
Rev	Date	Revision Note	Drw	Chk	App

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Client		
BERKELEY STRATEGIC LAND LTD		
Project		
WEST EYNSHAM SDA		
Title		
THREE ARM SIGNALISED JUNCTION ON A40 - WITH SALT CROSS GARDEN VILLAGE & SIGNALISED HIF SCHEME		
Drawing Issue Status		
PJA Ref	Scale at A1	Date
08553	1:500	30/05/2015
Drawing No.		Revision
08553-TR-1018		P01
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WEST OXFORDSHIRE
DISTRICT COUNCIL

www.westoxon.gov.uk

West Oxfordshire Local Development Scheme (LDS)

October 2025

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1. Introduction

- 1.1 This is the West Oxfordshire District Council Local Development Scheme (LDS). It explains what planning policy documents the Council already has in place and what will be prepared during the three-year period October 2025 – October 2028.

2. West Oxfordshire Local Plan 2031

- 2.1 The current [West Oxfordshire Local Plan 2031](#) was formally adopted on 27 September 2018. The plan provides an overall framework for growth in the period up to 2031.
- 2.2 Because the Local Plan became five years old in September 2023, a [formal review](#) was undertaken in accordance with Regulation 10A of the Town and Country Planning (Local Planning) (England) Regulations 2012.
- 2.3 The review concluded that although the adopted local plan policies remain generally consistent with national policy, many of them could usefully be strengthened and updated, in particular those policies relating to the plan's housing requirement given they are based on evidence dating from 2014.
- 2.4 Work on a new Local Plan to 2043 is therefore now well underway as outlined below.

3. West Oxfordshire Local Plan 2043

- 3.1 The District Council is currently in the process of producing a new Local Plan. Originally it was proposed that the plan would cover the period up to 31st March 2041, but to ensure a minimum 15-year period from the anticipated date of adoption, the end date is proposed to be extended to 31st March 2043.
- 3.2 The plan is currently at the Regulation 18 'plan preparation' stage, with three main periods of public consultation carried out in October 2022 (initial scoping) October 2023 (ideas and objectives) and June 2025 (preferred policy options).
- 3.3 The first consultation sought general views on the overall scope of the new Local Plan. A [consultation summary report](#) has been made available online.
- 3.4 The second consultation started to explore draft plan objectives and potential patterns of development. It also included a specific call for sites, ideas and opportunities. A [consultation summary report](#) has again been made available online.

- 3.5 The third consultation outlined the Council’s current thinking on the plan’s overall structure and direction, with a draft vision and objectives and a series of preferred policy options. A consultation summary report has been made available online¹.
- 3.6 A fourth Regulation 18 consultation on preferred spatial options is planned to take place from early November 2025, running for 7-weeks.
- 3.7 Depending on the outcome of that consultation, it is anticipated that the Regulation 19 pre-submission draft plan will be formally published for a statutory 6-week period of consultation in May 2026.
- 3.8 The Council should then be in a position to formally submit the draft Local Plan for examination by September 2026.
- Preferred Spatial Options Consultation (Regulation 18) November 2025
 - Publication of draft Local Plan (Regulation 19) May 2026
 - Submission for examination September 2026
- 3.9 Further information on the purpose, scope and timing of the Local Plan 2043 is set out at Appendix 1.

4. Salt Cross Garden Village Area Action Plan (AAP)

- 4.1 A key element of the adopted Local Plan is the allocation of land to the north of the A40 near Eynsham for a new garden village of around 2,200 homes, together with business space and other supporting uses and facilities. The proposal is being supported by central Government through its locally led garden village, towns and cities programme.
- 4.2 The planning of the garden village is being led by a separate [Area Action Plan](#) (AAP) which, when adopted, will form part of the statutory development plan for West Oxfordshire.
- 4.3 The AAP was formally submitted in February 2021 and following hearing sessions in June/July 2021 and further work on the phasing of infrastructure, the Inspector published his final report in March 2023, concluding that the AAP is sound subject to a number of Main Modifications.

¹ Link to be added when document uploaded

- 4.4 However, following a successful 3rd party legal challenge, those parts of the Inspector's report which related to AAP Policy 2 – Net Zero Carbon Development have been quashed and in April 2024, the examination was re-opened, with a new Inspector appointed to re-consider Policy 2.
- 4.5 A one-day hearing session was held on 30 June 2025 and the Inspector's Post-Hearing Letter was received on 1 August 2025. The letter confirmed that the Council's proposed approach towards Policy 2 is consistent with national policy but concluded that a number of Main Modifications are needed to ensure the policy can be found to be 'sound'.
- 4.6 Public consultation on the Main Modifications is taking place from 3 October – 14 November 2025. Depending on how long it takes to then receive the Inspector's final report, it is anticipated that the AAP could be formally adopted in December 2025 or January 2026.
- 4.7 Further information is available on the Salt Cross Garden Village AAP web page² and further information on the purpose, scope and timing of the AAP is set out at Appendix 1.

5. Supplementary Planning Documents (SPDs)

- 5.1 Supplementary planning documents do not form part of the statutory development plan but are important material considerations in the determination of planning applications. Their main purpose is to elaborate on specific local plan policies and explain in more detail how those policies will operate.
- 5.2 At present, the Council has four adopted SPDs:
- West Oxfordshire Design Guide SPD – adopted in 2016
 - Affordable Housing SPD – adopted in October 2021
 - Developer Contributions SPD – adopted in July 2023
 - Combe Village Design Statement SPD – adopted in July 2023
- 5.3 These are all available [online](#).

² <https://www.westoxon.gov.uk/gardenvillage>

6. Neighbourhood Planning

6.1 Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and shape the development and growth of their local area.

6.2 There are currently ten adopted Neighbourhood Plans in West Oxfordshire including:

- Brize Norton Neighbourhood Plan (adopted 11 September 2025)
- Cassington Neighbourhood Plan (adopted 26 June 2023)
- Charlbury Neighbourhood Plan (adopted 14 June 2021)
- Chipping Norton Neighbourhood Plan (adopted 15 March 2016)
- Eynsham Neighbourhood Plan (adopted 6 February 2020)
- Hailey Neighbourhood Plan (adopted 2 September 2019)
- Milton under Wychwood Neighbourhood Plan (adopted 26 June 2023)
- Shilton Neighbourhood Plan (adopted 2 September 2019)
- South Leigh Neighbourhood Plan (adopted 8 January 2019)
- Woodstock (adopted 23 January 2023)

6.3 There are seven other Neighbourhood Plans currently in progress including:

- Ascott under Wychwood Neighbourhood Plan
- Ducklington Neighbourhood Plan
- Hanborough Neighbourhood Plan
- Minster Lovell Neighbourhood Plan
- North Leigh Neighbourhood Plan
- Stonesfield Neighbourhood Plan
- Wootton by Woodstock Neighbourhood Plan

6.4 Because the progress and timing of neighbourhood plans are beyond the control of the District Council, the LDS does not include any information on their anticipated timetables. Further information can however be obtained from the District Council's [website](#).

7. Statement of Community Involvement (SCI)

7.1 A Statement of Community Involvement (SCI) explains how local communities and other stakeholders will be engaged in the preparation of the Local Plan and other related documents. It also provides information about how local communities and other stakeholders will be engaged in relation to the determination of planning applications.

7.2 The Council's most recent SCI was adopted in February 2025 and is available to view [online](#).

8. LDF Monitoring Report

- 8.1 In accordance with national planning regulations the Council is required to produce a monitoring report addressing various matters including plan progress and implementation, neighbourhood planning, CIL (where applicable) and the duty to co-operate.
- 8.2 The Council's most recently published monitoring report covers the period 1st April 2023 – 31st March 2024 and is available [online](#). An updated report covering the period 1st April 2024 – 31st March 2025 will be published in December 2025 or soon thereafter.

9. LDS availability and updates

- 9.1 The LDS must be made publicly available and kept up-to-date.
- 9.2 In terms of availability, a copy of this LDS is available [online](#)
- 9.3 Hard copies are also available in the locations listed in the following table.
- 9.4 The LDS will be updated annually or more often if there are any significant changes in timescales or documents being prepared.

West Oxfordshire District Council Witney Town Centre Shop 3 Welch Way Witney OX28 6JH Tel: 01993 861000 Open: Monday – Friday 9am to 5pm	Witney Town Council Town Hall Market Square Witney OX28 6AG Tel: 01993 704379 Open: Mon, Tues and Thurs 8.30am to 5pm, Wed 9.30am to 5pm and Fri 8.30am to 4.30pm.	Carterton Town Council 19 Alvescot Road Carterton OX18 3JL Tel: 01993 842156 Open: Monday – Friday 9.30am to 4.00pm
Chipping Norton Town Council The Guildhall Market Place Chipping Norton OX7 5NJ Tel: 01608 642341 Open: Monday – Friday 9am to 1pm	Bampton Library Old Grammar School Church View Bampton OX18 2NE Tel: 01993 850076	Burford Library 86A High Street Burford OX18 4QF Tel: 01993 823377
Carterton Library 6 Alvescot Road Carterton OX18 3JH Tel: 01993 841492	Charlbury Library Charlbury Community Centre Enstone Road Charlbury OX7 3PQ Tel: 01608 811104	Chipping Norton Library Goddards Land Chipping Norton OX7 5NP Tel: 01608 643559
Eynsham Library 30 Mill Street Eynsham OX29 4JS Tel: 01865 880525	North Leigh Library Memorial Hall Park Road North Leigh OX29 6SA Tel: 01993 882935	Stonesfield Library Village Hall Longore Stonesfield OX29 8EF Tel: 01993 898187
Witney Library Welch Way Witney OX28 6JH Tel: 01993 703659	Woodstock Library The Oxfordshire Museum Fletcher's House Park Street Woodstock OX20 1SN Tel: 01993 814124 07759 140531	Wychwood Library 29 High Street Milton-under-Wychwood OX7 6LD Tel: 01993 830281

Appendix 1 – Document Profiles

West Oxfordshire Local Plan 2043	
Status	Development Plan Document (DPD)
Overview	The Local Plan will set out the overall framework for future growth in West Oxfordshire to 2043. This is expected to include strategic policies dealing with the overall strategy for the pattern, scale and quality of development as well as non-strategic policies dealing with other matters including site allocations and development management policies.
Geographical coverage	District-wide
Timetable	<p>Regulation 18 initial scoping consultation – August - October 2022 (COMPLETE)</p> <p>Regulation 18 focused consultation on draft plan objectives and spatial strategy options along with a ‘call for sites’ exercise – August – October 2023 (COMPLETE)</p> <p>Regulation 18 consultation on preferred policy options – June 2025 (COMPLETE)</p> <p>Regulation 18 consultation on preferred spatial options – November 2025</p> <p>Publication of pre-submission draft Local Plan (Regulation 19) – May 2026</p> <p>Submission of pre-submission draft Local Plan (Regulation 22) – September 2026</p> <p>Examination and adoption – 2026/27</p>
Conformity	Prepared in conformity with the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG).
Management arrangements	Document production to be led by the Council’s Planning Policy Team under the direction of the Planning Policy Manager. Cross Party Member Working Group established to oversee the process.

Resource requirements	Internal resources comprise the Council's Planning Policy Team with input from other teams and services as appropriate via Local Plan Officer Working Group. External resources will be drawn upon in terms of the production of supporting technical evidence.
Community engagement	Engagement to be carried out in accordance with the requirements of the adopted Statement of Community Involvement (SCI).

Salt Cross Garden Village Area Action Plan (AAP)	
Status	Development Plan Document (DPD)
Overview	Supplements the Local Plan 2031 providing additional detail on the Oxfordshire Cotswolds Garden Village Strategic Location for Growth (SLG) – now referred to as Salt Cross Garden Village. The AAP will establish a vision for the garden village, supported by a series of core objectives and policies arranged on a thematic basis. A key focus of the AAP will be delivery and implementation.
Geographical coverage	Oxfordshire Cotswolds Garden Village Strategic Location for Growth (SLG) north of Eynsham
Timetable	<p>Submission – February 2021 (COMPLETE)</p> <p>Examination hearings – June/July 2021 (COMPLETE)</p> <p>Consultation on Main Modifications – September/November 2022 (COMPLETE)</p> <p>Inspector’s Report received – March 2023 (COMPLETE)</p> <p>Examination re-opened to consider Policy 2 - Net Zero Carbon Development – April 2024 (COMPLETE)</p> <p>Hearing Session – June 2025 (COMPLETE)</p> <p>Post-Hearing Letter – August 2025 (COMPLETE)</p> <p>Consultation on Main Modifications – Oct/Nov 2025</p> <p>Inspector’s Final Report – Nov/Dec 2025</p> <p>Adoption – Dec 2025/Jan 2026</p>
Conformity	Prepared in conformity with the National Planning Policy Framework (NPPF) National Planning Practice Guidance (NPPG) and the West Oxfordshire Local Plan (2031).
Management arrangements	Document production to be led by the Council’s Planning Policy Team under the direction of the Planning Policy Manager.
Resource requirements	Internal resources comprise the Council’s Planning Policy Team with input from other teams and services as

	appropriate. External resources will be drawn upon in terms of the production of supporting technical evidence.
Community engagement	Engagement on the preparation of the document to be carried out in accordance with the requirements of the adopted Statement of Community Involvement (SCI).

Appendix 2 – Overall Timetable

Document	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26
West Oxfordshire Local Plan 2043		IC	IC				IC	IC					FC	FC			S
Salt Cross Area Action Plan (AAP)						FC	FC	A	A								
Key: IC = Informal Consultation; FC = Formal Consultation; S = Submission; A = Adoption																	

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